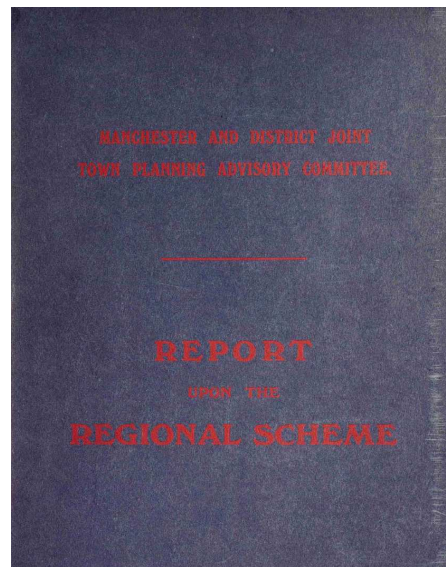




Report upon the Regional Scheme (1926)

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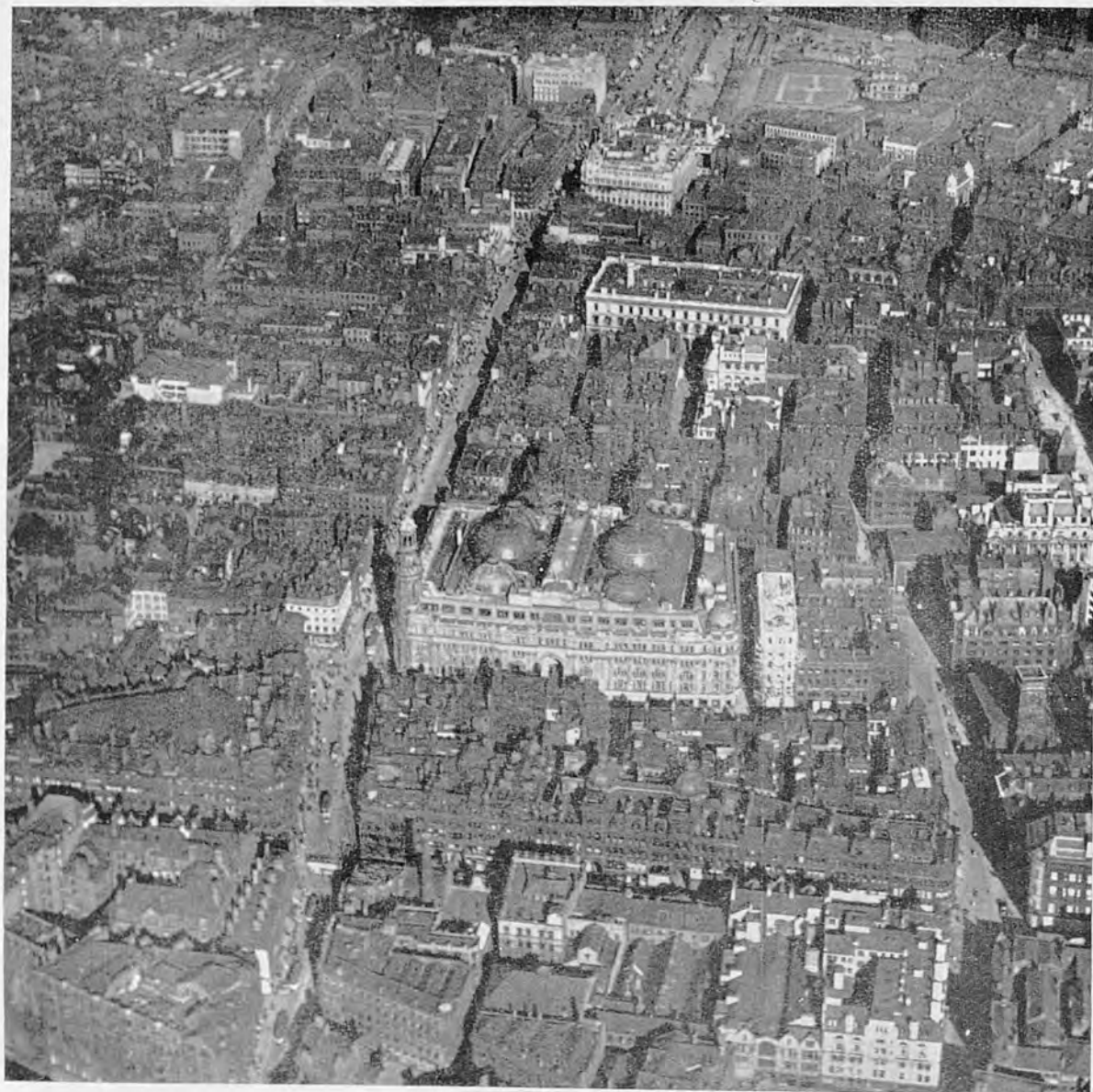
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FRONTISPIECE.

Imperial Aerial Photo. Co.

THE CENTRE OF THE REGIONAL AREA, SHOWING THE ROYAL EXCHANGE, ST. ANN'S SQUARE, MANCHESTER.

MANCHESTER AND DISTRICT JOINT
TOWN PLANNING ADVISORY COMMITTEE.

REPORT
UPON
THE REGIONAL SCHEME.

MANCHESTER :
HENRY BLACKLOCK & CO. LIMITED, Printers, Albert Square.

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REPORT UPON THE REGIONAL SCHEME
OF THE
MANCHESTER AND DISTRICT JOINT TOWN PLANNING
ADVISORY COMMITTEE.

Chairman :

Alderman THOMAS TURNBULL, C.B.E., D.L., J.P. (Manchester C.B.).

Deputy-Chairman :

(January, 1921, to December, 1925)

Ex-Councillor HAROLD SHAWCROSS, J.P. (Rochdale C.B.).

Deputy-Chairman :

Councillor JOHN FLETCHER STEELE, J.P. (Bolton C.B.).

Honorary Secretary :

PERCY MELVILLE HEATH (Town Clerk, Manchester C.B.).

Honorary Treasurer :

JOHN EDWARD BRAY (City Treasurer, Manchester C.B.).

Assistant Secretary :

SAMUEL HILL (Assistant to Town Clerk, Manchester C.B.).

Chief Surveyor :

REGINALD BRUCE, A.R.I.B.A., M.T.P.I., P.A.S.I.

FOREWORD.

The acreage and description of the Area (hereinafter referred to as "the Region") dealt with by this Committee, its constitution, functions, and recommendations, are set out in the following pages. The importance of the work of the Committee may be gauged by the statement of fact that there is no other comparable self-contained Region in which industry and commerce are so highly and completely developed. An outline map of the Region faces page 18.

The main industry of the Region—the manufacture of textiles—is of long standing. In earlier days, and when the Region was less crowded, no doubt a considerable amount of general waste passed unnoticed. To-day conditions are different, and there can no longer be afforded any waste, either in industry, or of the health or welfare of those engaged in it. Every acre of the Region must be put to its

most productive use, and every possible facility of communication provided.

Therefore the ultimate aim that the Committee has had in view has been to prepare an advisory plan in broad outline which will facilitate the progressive development of every part of this important Region, so that the most may be made of its vast resources, the enterprise of its citizens, and to bring about the best possible conditions of life.

With this in view the Committee first surveyed the Region and its possibilities, and subsequently proceeded with the preparation of the regional scheme. Mention should be made of the visits of inspection kindly arranged by the Manchester Ship Canal Company and the London, Midland, and Scottish Railway Company to their respective undertakings in the Region.

The Committee do not suggest that all their proposals, as embodied in this report, should be put in hand immediately. On the contrary, their proposals comprise a progressive programme of development for many years ahead. The step of immediate importance is, by means of the Town Planning Act, 1925, to secure that nothing may be done or left undone which may interfere with the realisation of the programme. In this way all future development in the Region, whether by private enterprise or by a public body, will be guided and controlled on predetermined lines; a common aim, directed towards the advancement of the prosperity and well-being of all the inhabitants, secured, and waste, congestion, and confusion avoided.

The interests represented on the Committee, both of the constituent local authorities and the co-opted members representing county councils and certain bodies indicated hereafter, are varied, and cover a wide field, but all have worked together enthusiastically and harmoniously in the interests of the Region as a whole.

The task entrusted to the Committee of preparing an outline plan of regional development has now been accomplished. In order to simplify the enforcement and/or carrying out of that plan, a division of the Region into a number of group areas, for the purpose of preparing statutory town planning schemes to give effect to regional proposals, is recommended. In order that unity of aim may be maintained throughout the Region, to keep in focus the prospects and needs of the Region as a whole, to continue the pooling of experience, and

II

to maintain balance and smooth working between the various parts of the whole, it is deemed essential that a reconstituted Joint Advisory Committee should continue in operation, and recommendations to that effect are included in this report.

The realisation of a co-ordinated plan is a matter of great importance to every inhabitant of the Region, and all must benefit by a progressive programme of development. If such a programme is not realised, confusion will become worse confounded, and all will suffer.

The Committee feel they can confidently rely upon the necessary cordial co-operation and united effort of all local authorities, land owners and developers, leaders of industry and commerce, and others in securing a progressive plan of development.

Part I.— INTRODUCTION.

REGION OF THE COMMITTEE.

Location and
boundary of
Region

The Region consists of parts of the counties of Cheshire (203,339 acres), Derbyshire (119,926 acres), Lancashire (312,138 acres), and Yorkshire (West Riding) (18,485 acres), covers approximately 1,020 square miles, and extends from the northern boundaries of the boroughs of Haslingden, Rawtenstall, and Bacup on the North, to the county boundary of Staffordshire on the South, and, from the Pennine Range and the eastern boundary of the rural district of Chapel-en-le-Frith on the East, to the western boundary of the urban district of Billinge and the rural district of Warrington on the West.

The Region approximately coincides with the watershed areas of the Rivers Mersey and Irwell as controlled by the Rivers Mersey and Irwell Watershed Joint Committee.

CONSTITUTION OF THE COMMITTEE.

Constituent
authorities

The total number of local authorities administering within the Region is 104; of these 96 are constituent authorities of the Committee.

Classification
and
representation
of constituent
authorities

The classification and representation of these constituent authorities is as follows :—

Nature of Local Authority	Number of Authorities	Representation on Committee	Total
		Each Local Authority	
County Boroughs	7	2	14
Boroughs	15	2	30
Urban Districts	60	1	60
Rural Districts	14	1	14
	96		*118

* In addition, the Town Clerk or Clerk and the Surveyor and/or Engineer of each constituent authority is entitled to attend all meetings of the Committee in an advisory capacity.

In addition to the representation of the constituent authorities, the undermentioned bodies are co-opted and allowed representation on the Committee, but without voting power :—

	Representation on the Committee.
Cheshire County Council	2
Derbyshire County Council	1
Lancashire County Council	2
Yorkshire (West Riding) County Council	1
The Manchester Chamber of Commerce	2
The Manchester Society of Architects	2
The Garden Cities and Town Planning Association ..	2
The Roads Improvement Association (Incorporated), Lancashire and Cheshire Branch	1
The Town Planning Institute (North of England Division)	1
The Ancient Monuments Society	1

Co-opted
authorities
and bodies

Representatives of the Ministry of Health and the Ministry of Transport are also invited to attend the meetings of the Committee.

The full Committee numbers 320 persons.

In the preparation of the regional scheme the Committee has operated through a series of Group Sub-Committees. A list of the 96 local authorities referred to above, together with particulars as to the acreage, population, and assessable value of each authority's district, is given hereunder, and arranged in order of such Group Sub-Committees. The particulars as to area and population are extracted from the 1921 census return of the Registrar-General, and those as to assessable value from a return furnished by the Ministry of Health. (For outline map indicating division of the Region into Group Areas, see map facing page 26.)

Particulars of
constituent
authorities in
the Region

PARTICULARS OF LOCAL AUTHORITIES COMPRISING :—
GROUP "A" AREA.

Authority	Area in Acres	Population, 1921 Census	Assessable Value, April, 1923
Barton-upon-Irwell R.D.C.	6,762	10,110	£ 145,907
Chadderton U.D.C.	3,082	28,721	218,830
Eccles M.B.	2,057	44,242	232,990
Failsworth U.D.C.	1,072	16,973	100,903
Manchester C.B.	21,690	730,307	6,544,009
Middleton M.B.... ..	4,775	28,309	146,552
Prestwich U.D.C.	2,448	18,750	127,155
Salford C.B.	5,202	234,045	1,344,608
Stretford U.D.C.	3,240	46,535	454,663
Swinton and Pendlebury U.D.C.	2,284	30,916	142,781
Urmston U.D.C.	991	8,297	49,902
Worsley U.D.C.... ..	5,434	13,929	83,236
Totals	59,937	1,211,134	£9,591,536

GROUP "B" AREA.

Abram U.D.C.	1,984	6,853	39,766
Atherton U.D.C.	2,264	19,856	107,958
Billinge U.D.C.	4,596	5,168	23,359
Golborne U.D.C.	1,679	7,183	27,717
Hindley U.D.C.... ..	2,612	23,563	102,183
Ince-in-Makerfield U.D.C.	2,320	22,855	99,582
Irlam U.D.C.	4,717	9,471	85,852
Leigh M.B.... ..	6,359	45,532	217,391
Leigh R.D.C.	11,574	10,714	59,687
Newton-in-Makerfield U.D.C.	3,105	18,772	93,396
Runcorn R.D.C. (part) (6 Parishes)	6,965	9,881	66,215
Tyldesley-with-Shakerley U.D.C.	2,490	15,650	71,189
Warrington C.B.	3,057	76,811	401,134
Warrington R.D.C.	18,955	12,129	99,276
Totals	72,677	284,438	£1,494,705

PARTICULARS OF LOCAL AUTHORITIES—*Continued.*

GROUP "C" AREA.

Authority	Area in Acres	Population, 1921 Census	Assessable Value, April, 1923
Adlington U.D.C.	1,062	4,390	£ 17,775
Blackrod U.D.C.	2,392	3,867	20,337
Bolton C.B.	15,280	178,683	1,074,359
Chorley M.B.	3,614	30,581	155,719
Chorley R.D.C. (part) (4 parishes)	6,611	2,704	33,471
Farnworth U.D.C.	1,504	27,894	135,861
Horwich U.D.C.	3,257	15,621	78,925
Kearsley U.D.C.	1,004	9,610	39,259
Little Hulton U.D.C.	1,699	7,910	33,799
Little Lever U.D.C.	808	4,809	19,372
Turton U.D.C.	17,334	12,154	88,665
Westhoughton U.D.C.	5,560	15,192	81,867
Totals	60,125	313,415	£1,779,409

GROUP "D" AREA.

Bury C.B.	5,925	56,403	372,217
Bury R.D.C.	12,017	9,466	75,126
Haslingden M.B.	8,203	17,486	104,321
Heywood M.B.	3,658	26,693	157,453
Radcliffe U.D.C.	3,082	24,759	152,995
Ramsbottom U.D.C.	6,423	15,381	91,472
Rawtenstall M.B.	9,528	28,376	165,650
Tottington U.D.C.	2,544	6,760	29,382
Whitefield U.D.C.	1,403	6,902	37,237
Totals	52,783	192,226	£1,185,853

PARTICULARS OF LOCAL AUTHORITIES—*Continued.*

GROUP "E" AREA.

Authority	Area in Acres	Population, 1921 Census	Assessable Value, April, 1923
Bacup M.B.	6,121	21,263	108,483
Littleborough U.D.C.	7,855	11,488	72,091
Milnrow U.D.C.	5,194	8,390	63,798
Norden U.D.C.	5,358	4,066	26,069
Rochdale C.B.	6,446	90,816	599,246
Wardle U.D.C.	3,192	4,468	24,938
Whitworth U.D.C.	4,483	8,782	51,510
Totals	38,649	149,273	£946,135

GROUP "F" AREA.

Crompton U.D.C.	2,865	14,917	128,899
Lees U.D.C.	288	4,789	31,071
Limehurst R.D.C.	4,689	9,347	40,851
Oldham C.B.	4,735	144,983	833,620
Royton U.D.C.	2,147	17,194	132,530
Saddleworth U.D.C.	16,930	12,562	90,463
Springhead U.D.C.	1,555	4,963	23,106
Totals	33,209	208,755	£1,280,540

GROUP "G" AREA.

Ashton-under-Lyne M.B.	1,345	43,335	209,532
Audenshaw U.D.C.	1,241	7,876	48,109
Buxton M.B.	3,108	15,651	106,250
Chapel-en-le-Frith R.D.C.	80,389	16,144	149,717
Compstall U.D.C.	903	944	5,486
Disley R.D.C.	2,466	3,022	18,501
Droylsden U.D.C.	1,099	13,878	55,211
Dukinfield M.B.	1,407	19,509	83,710
Glossop M.B.	3,052	20,531	93,773
Glossop Dale R.D.C.	17,891	3,780	35,815
Hayfield R.D.C.	10,282	4,520	29,123
Carried forward	123,183	149,190	£835,227

PARTICULARS OF LOCAL AUTHORITIES—*Continued.*GROUP "G" AREA—*Continued.*

Authority	Area in Acres	Population, 1921 Census	Assessable Value, April, 1923
Brought forward	123,183	149,190	£ 835,227
Hollingsworth U.D.C.	2,086	2,466	17,344
Hyde M.B.	3,079	33,424	165,355
Stalybridge M.B.	3,132	25,216	130,139
Tintwistle R.D.C.	13,619	2,071	24,949
Yeardsley-cum-Whaley U.D.C.	1,323	1,699	10,230
Totals	146,422	214,066	£ 1,183,244

GROUP "H" AREA.

Alderley Edge U.D.C.	678	3,088	27,414
Bollington U.D.C.	1,291	5,094	22,587
Bredbury and Romiley U.D.C.	3,990	9,168	59,879
Cheadle and Gatley U.D.C.	5,087	11,063	77,331
Denton U.D.C.	2,594	17,620	80,594
Handforth U.D.C.	1,311	904	6,455
Hazel Grove and Bramhall U.D.C.	5,447	10,127	65,073
Macclesfield M.B.	3,214	33,846	125,081
Macclesfield R.D.C.	79,494	17,045	109,567
Marple U.D.C.	3,055	6,603	42,630
Wilmslow U.D.C.	5,090	8,282	57,720
Totals	111,251	122,845	£ 674,331

GROUP "J" AREA.

Altrincham U.D.C.	1,425	20,450	127,287
Ashton-upon-Mersey U.D.C.	1,623	7,773	44,746
Bowdon U.D.C.	850	2,965	30,770
*Bucklow R.D.C. (part)	38,229	18,775	128,769
*Hale U.D.C.	1,288	9,300	82,339
Knutsford U.D.C.	1,760	5,415	34,275
Lymm U.D.C.	4,374	5,283	33,891
Sale U.D.C.	2,006	16,329	101,854
Totals	51,555	86,290	£ 583,931

* Now withdrawn from association with the Committee.

Particulars of
unassociated
authorities in
Region

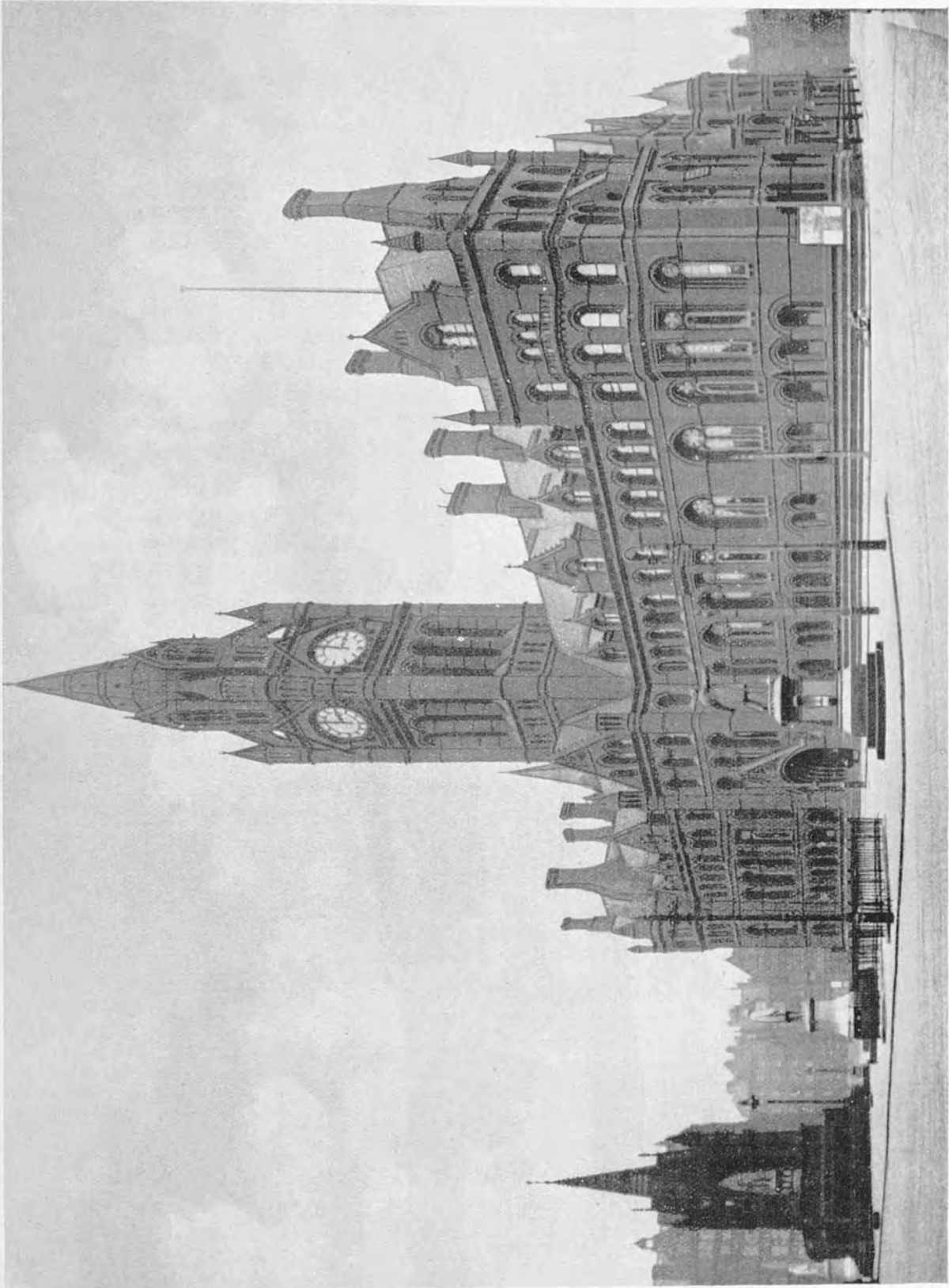
The local authorities administering within the Region, but not constituent authorities of the Committee, are as follows:—

Authority	Area in Acres	Population, 1921 Census	Assessable Value, April, 1923
Ashton-in-Makerfield U.D.C.	6,251	22,475	£ 122,340
Aspull U.D.C.	1,906	7,851	23,653
Haydock U.D.C.	2,411	10,330	32,540
Hurst U.D.C.	637	8,074	32,081
Mossley M.B.	3,624	12,703	70,885
Mottram-in-Longdendale U.D.C.	1,084	2,883	11,418
New Mills U.D.C.	5,204	8,490	37,315
Stockport C.B.	7,063	123,309	640,219
Totals	28,180	196,115	£970,451

Summary of
particulars of
local
authorities
in Region

The above particulars of constituent authorities in Group Areas, and of unassociated authorities, are summarised as follows:—

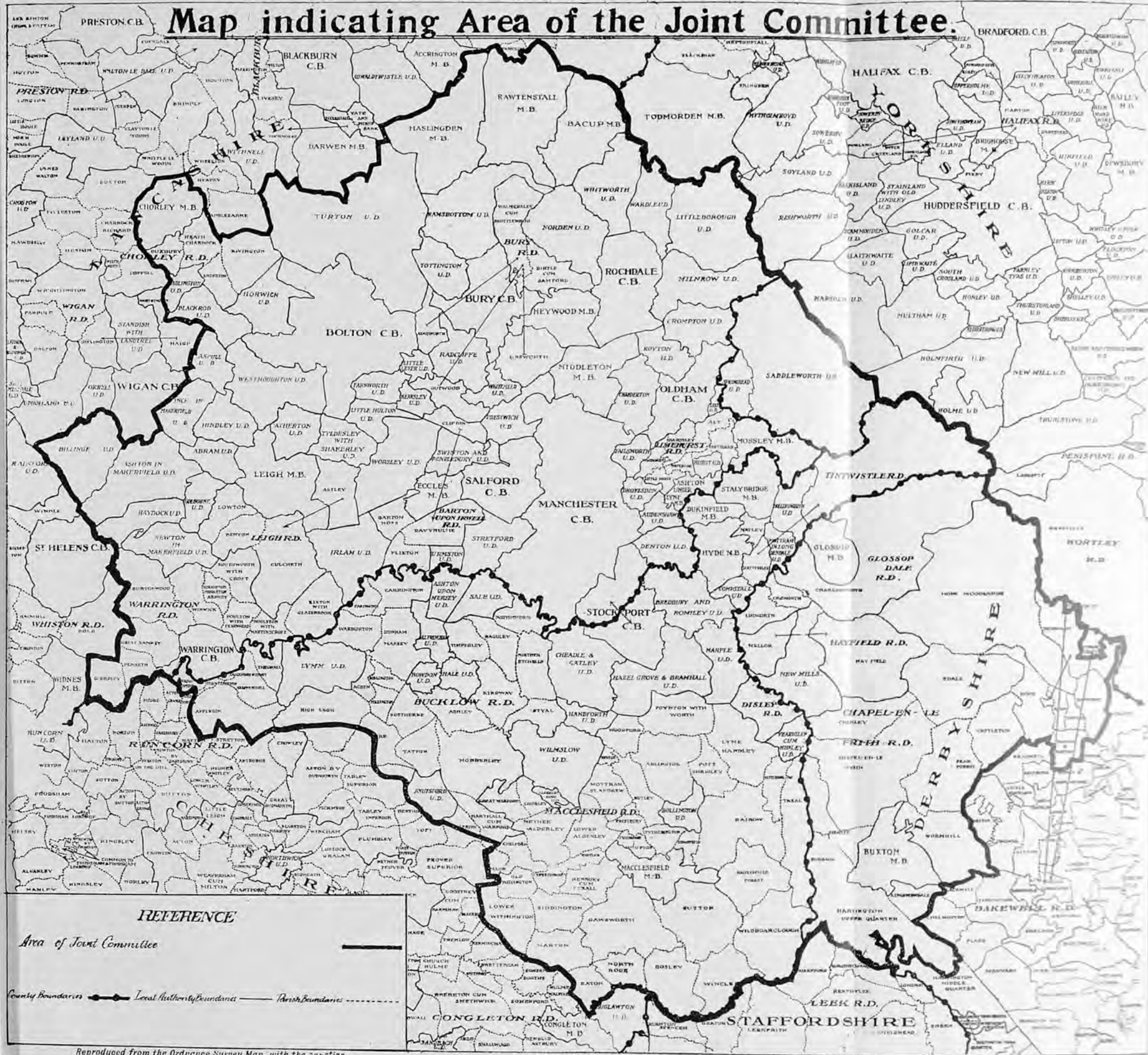
Group	Area in Acres	Population, 1921 Census	Assessable Value, April, 1923
Group "A" Area	59,037	1,211,134	£ 9,591,536
" " "B" " "	72,677	284,438	1,494,705
" " "C" " "	60,125	313,415	1,779,409
" " "D" " "	52,783	192,226	1,185,853
" " "E" " "	38,649	149,273	946,135
" " "F" " "	33,209	208,755	1,280,540
" " "G" " "	146,422	214,066	1,183,244
" " "H" " "	111,251	122,845	674,331
" " "J" " "	51,555	86,290	583,931
Unassociated authorities ...	28,180	196,115	970,451
Totals for Region ...	653,888	2,978,557	£19,690,135



THE TOWN HALL, MANCHESTER.

Manchester Guardian.

Map indicating Area of the Joint Committee.



HISTORY AND FUNCTIONS OF THE COMMITTEE.

Origination of
the Committee.
First conference
of local
authorities

On the 18th May, 1920, a conference was held in the Town Hall, Manchester, at which the general question of town planning was discussed. Representatives of many local authorities within a 15 miles radius of the City of Manchester, together with representatives of certain professional, social, and other bodies, attended this conference, and the following resolution was adopted :—

“ That as town planning is now compulsory on all local authorities with a population of over 20,000 persons, this conference strongly urges all local authorities within a 15 miles radius of Manchester to join in the setting up of a Joint Committee to assist in the promotion, co-ordination, and linking up of town planning schemes for the industrial area of South-East Lancashire and North Cheshire.”

Second
conference

The Town Clerk of Manchester was requested by the conference to invite each local authority within the area named to appoint two representatives to attend a meeting to be called to discuss the setting up of a Joint Committee as suggested, and on the 16th September, 1920, such meeting was held, with Mr. G. L. Pepler, Chief Town Planning Inspector of the Ministry of Health, in the chair. Among the resolutions adopted at the meeting was the following :—

“ That this conference, representative of 76 local authorities within a 15 miles radius of Manchester, after due consideration of the advantages to be gained by acting in co-operation under the Town Planning Acts, are of opinion that a Standing Joint Town Planning Committee for the industrial area of South-East Lancashire and North Cheshire, including portions of South-West Yorkshire and North Derbyshire, should be immediately constituted, the object and duty of such Joint Committee being to guide and assist by advice in the promotion, co-ordination, and linking up of town planning schemes for such area, and if considered necessary by such Joint Committee when constituted, to prepare on broad outline a regional plan for the whole area.”

First meeting
of the
Committee

Following a consideration of the above resolution by the local authorities concerned, representatives were appointed by a majority of such local authorities to serve on a Joint Committee, and the first meeting of such Committee was held in the Town Hall, Manchester, on the 14th January, 1921.

At that meeting preliminary matters were discussed and the constitution and functions of the Committee were agreed to.

Alderman Thomas Turnbull, C.B.E., D.L., J.P. (of Manchester C.B.), and Councillor Harold Shawcross, J.P. (of Rochdale C.B.), were appointed Chairman and Deputy-Chairman respectively of the Committee.

A number of sub-committees were afterwards formed to deal with specific matters, and from time to time several general recommendations were made and reports issued on various phases of the Committee's work.

Early work
of the
Committee

A comprehensive census of road traffic movement in the Region was taken on the 22nd June, 1922, and the information obtained thereby has proved of very great use. The census proves that general traffic movement is into and out of Manchester and Salford—a large cartoon which was prepared indicating such movement being very fitly described as like “a great octopus,” by reason of the arms of traffic branching out in all directions from the central area, *i.e.*, Manchester and Salford.

Traffic census,
1922



ORDINARY TRAFFIC, PICCADILLY, MANCHESTER.

Committee's
Town Planning
Exhibition and
Conference,
1922

In October, 1922, the Committee organised and held an important Town Planning Exhibition and Conference for the purpose of bringing before the public some of the aims and objects of town and regional planning, to arouse and stimulate interest in the work of the Committee, and in the movement generally.

The Right Honourable The Earl of Derby, K.G., P.C., G.C.B., G.C.V.O., presided at the opening of the exhibition and conference, which was originally intended to last over a period of seven days, but was prolonged for a further period of three days owing to the great success of the project, and at the suggestion of the Ministry of Health.*

Increased
activity of
Committee

During the conference Alderman Turnbull read a paper entitled "The Work of the Joint Committee," being a survey of what up to that time had been accomplished by the Committee, together with an important statement concerning its future activity. This statement was considered at subsequent meetings of the Committee, and certain recommendations contained in a report prepared by a special sub-committee were adopted by the Committee on the 1st February, 1923.

Functions of
the Committee

These recommendations, which were also approved by the associated authorities, provided for the area of the Committee being extended to cover the drainage area of the Rivers Mersey and Irwell, as controlled by the Rivers Mersey and Irwell Watershed Joint Committee, and the preparation of a regional development plan; the functions of the Committee, which remain unaltered to this date, at the same time being agreed as follows:—

(a) To advise in the promotion, co-ordination, and linking-up of town planning schemes within the Area.

(b) To proceed with the preparation of a regional plan for the Area, indicating by way of recommendation—together with any other particulars which the Committee may consider necessary—the following:—

(1) Chief lines of communication by road, rail, and water, including suggested widenings and improvements of existing roads and the lines of suggested new roads.

* A few remaining copies of a book containing the whole of the conference proceedings may be obtained from the Honorary Secretary, Town Hall, Manchester, price 7s. 6d. per copy, post free.

- (2) The allocation of particular portions of the Area for particular user, having regard to the development of the whole.
- (3) The location of regional parks, open spaces, or other reservations necessary or desirable in connection with the development of the Area.
- (4) The general lines of development of the Area, viewing the Area as a unit, including the preparation of any necessary special reports on the geographical, geological, or other conditions obtaining in the Area.

(c) To consider and make suggestions or recommendations on any matter relating to the effective town or regional planning or development of the Area or upon any other co-essential matter which may be referred to it.

(d) To make suggestions and recommendations to any Government department or local authority on any matter coming within the scope of the Committee's activity.

The finance necessary to the preparation of a regional plan was provided by the various local authorities contributing to the expenses of the Committee, for a term not exceeding three years, a sum per annum equivalent to but not more than one-tenth of a penny rate in the £ on the assessable value of each local authority's area. Finance

Under the direction of the Honorary Secretary, a temporary staff was also appointed for a period not exceeding three years, for the purpose of preparing the regional scheme. Staff

In connection with the recommendations of the special sub-committee upon the preparation of a regional development plan the special sub-committee indicated agreement on the following :— Essentials in preparation of Regional plan

1. The importance of providing for the future development of the Area on proper lines.

2. The desirability, even necessity, of viewing the Area as a unit of development for—

- (a) industrial and commercial purposes ;
- (b) agricultural or food-producing purposes ;

Essentials in
preparation of
Regional plan—
continued

(c) residential purposes ; and

(d) necessary recreative facilities for the large population resident and engaged in industry and commerce in the Area.

It is considered the whole of the purposes (a) to (d) are co-related, and vitally necessary to the future prosperity of the Area.

3. Consequent upon providing for development as outlined in 2 above, the necessity for regionally planning and improving means of communication by road, rail, and water, including the provision of air stations ; the setting apart of portions of the Area either exclusively or mainly for residential, industrial, and commercial purposes respectively, and providing necessary facilities whereby the rapid transit of persons between the residential and the industrial and commercial area could be carried out ; the preservation of portions of the Area permanently for agricultural, stock raising, and food-producing purposes ; and the provision of large open spaces, commons, or reservations exclusively for the use and enjoyment of the population with the Area.

4. The firm belief that action by the Joint Committee on the lines indicated would result in savings in innumerable ways to all local authorities in the Area, and would produce a far better plan for future development than could ever be produced by each separate local authority in the Area preparing its own scheme of development, in many cases, without any regard whatever to the needs of the Region.

5. The stabilisation of land and building values throughout the Region by reason of the setting down of definite lines of future development, including protection to property, and particularly in preventing those portions of the Area which may be set apart for the housing of large numbers of the working classes from being destroyed or seriously depreciated by the erection of industrial premises therein.

METHOD OF PROCEDURE IN THE PREPARATION OF THE REGIONAL PLAN.

Consequent upon the decision to prepare a regional development plan, and in order to facilitate the preparation of such plan, the Region was divided into nine sub-areas (see map facing page 26), representatives from the respective local authorities within each sub-area or group constituting separate Group Sub-Committees.

Appointment of
Group or Area
Sub-Committees
and purpose

This procedure of dividing the Region into a series of Group Sub-Committees has localised attention, and has been fully justified. It has enabled many local authorities to place their own proposals before other local authorities comprised in the particular group, and intimately affected thereby. By reason of the division of the Region into group areas it has also been possible to make greater progress with the preparation of the regional plan than if the whole of the proposals had been dealt with by the full Committee in detail, or delegated to small sub-committees not completely representative of the various local authorities.

The Group Sub-Committees in each case appointed Surveyors' Sub-Committees, consisting of the Surveyor and/or Engineer to each local authority represented in the respective group area, and these Surveyors' Sub-Committees have been of the greatest value in formulating proposals for submission to the Group Sub-Committees. Without the ready co-operation of the Surveyors the progress here recorded could not have been made, and the experience and local knowledge of the various Surveyors of the respective districts has been most helpful. The method of procedure outlined above has enabled the Group Sub-Committees to avail themselves of the assistance of the local authorities' officials in the first instance, and subsequently to have the support of the local authorities' representatives in the later stages in arriving at tentative agreement on regional proposals.

Appointment
of Surveyors'
Sub-Committees
and purpose

The proposals of the Group Sub-Committees have in turn been co-ordinated to form a complete tentative scheme for the Region, as set out in this report.

Co-ordination
of Group
proposals

In cases where local authorities had already promoted town planning schemes, or had available proposals with regard thereto, the same have, where considered practicable in relation to the regional proposals, been incorporated in the regional scheme.

General
policy of
Committee

The general policy of the Committee, as a first step in the preparation of the regional plan, was to consider the necessity for new roads and the improvement of existing roads, these features being the most important in that the lines of future roads and the improved lines of existing roads should be decided at the earliest opportunity, to avoid, and where possible prevent, interference by building or other development.

After the road proposals had been tentatively agreed by the various Group Sub-Committees the work of zoning the region for various future uses was proceeded with, as a result of which certain amendments in the road proposals were made.

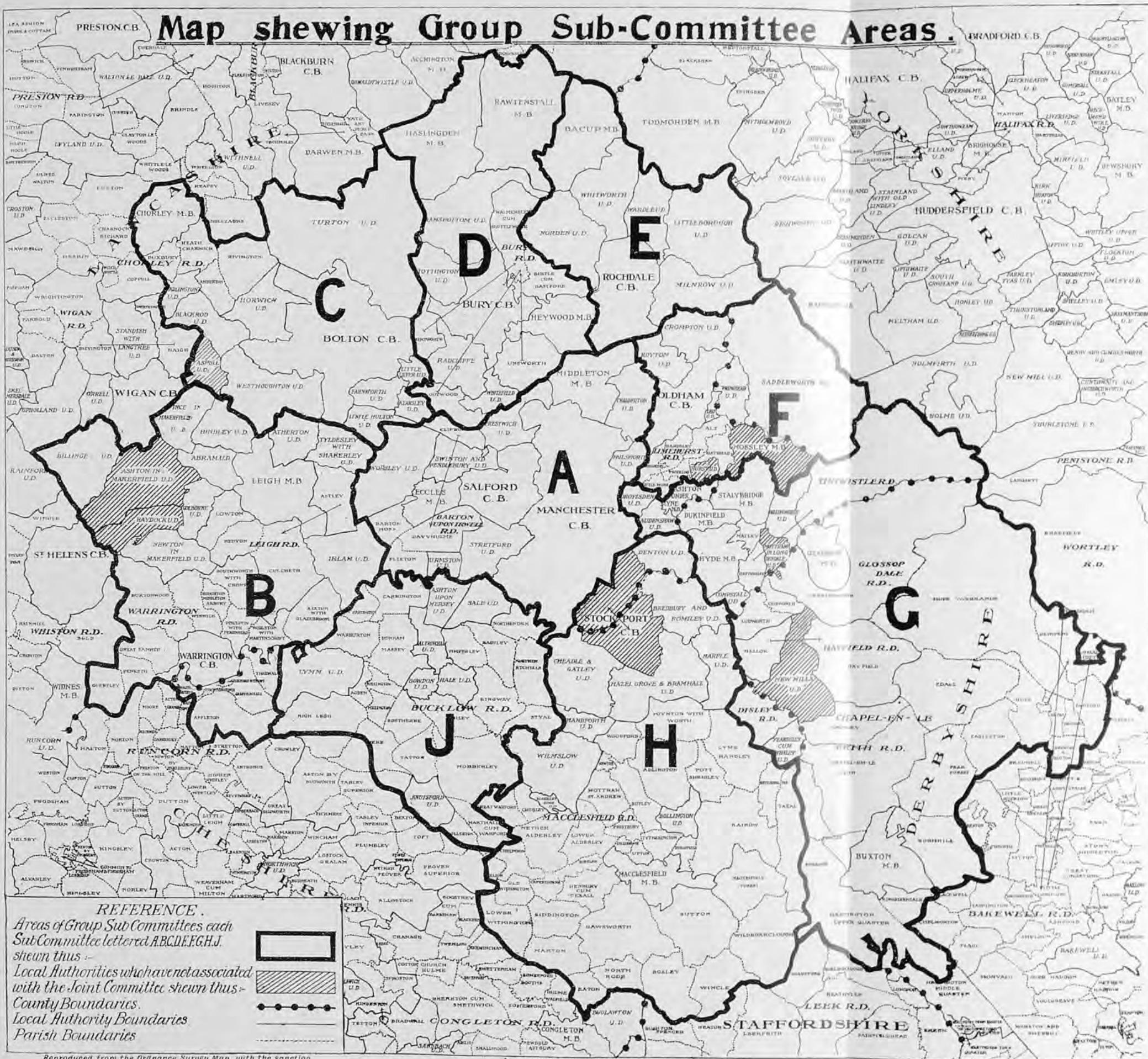
General recom-
mendation of
outline
proposals of
the Committee

The position is now that the Committee recommends, and herewith presents in plan form, certain generally agreed outline proposals for the Region with regard to essential features only, namely, regional and main district roads, zoning in broad outline for residential, commercial, or industrial purposes, and regional open spaces.

Consideration
of special
matters
deferred

These outline proposals, which have not been submitted officially to the respective local authorities directly affected, do not go beyond a primary stage, as it is felt that to work out a detailed scheme including the related and special questions of essential public services, such as regional water supplies, lighting, power, sewage, tramways, etc., would constitute a task involving a considerable amount of investigation, and would unduly prolong the date when the main features of the regional scheme could be submitted to the various authorities, and this report issued, with a view to requisite action being taken at once to provide for the controlled development of the Region. Further, to deal with the special matters mentioned would entail the setting up of separate sub-committees consisting of persons with knowledge and practical experience in the operation and requirements of those various services. It is felt that any consideration of specialised services should remain in abeyance until the proposals referred to hereinafter as to the setting up of decentralised area statutory committees have matured and the new committees have begun to operate. More rapid progress of a practical character is likely to be made by a consideration of these specialised services in decentralised areas, any adjustment or co-ordination as between areas being affected through a reconstituted Joint Advisory Committee.

Map shewing Group Sub-Committee Areas.



GENERAL RECOMMENDATION ON METHOD OF PROCEDURE TO ENSURE ENFORCEMENT OF REGIONAL PLAN.

As a result of the experience gained in the working of the Committee it is believed it would be unsatisfactory to the majority of local authorities, and almost impracticable, to promote one statutory town planning scheme indicating all detailed development covering the whole Region of the Committee, which, as previously mentioned, contains approximately over 1,020 square miles of territory, a population (1921 census) of nearly 3,000,000 persons, and an assessable value of about £20,000,000. It has been found that a similarity of interest in all matters arising in the Region does not exist. This is no doubt due in a large measure to the varying requirements of localised commercial and industrial undertakings, and to the constitution and functions of the respective authorities operating in the Region, there being no less than 4 County Councils, 8 County Borough Councils, 16 Borough Councils, 66 Urban District Councils, 14 Rural District Councils, and numerous Joint Bodies controlling and operating various public services.

Future
procedure.
Promotion of
one statutory
town planning
scheme for
Region would
not be
satisfactory

The preparation of one "detailed" scheme for the whole Region from the Manchester centre would necessitate the employment of a very large staff and would occupy a considerable period of time; the machinery for controlling building development pending the preparation of a detailed scheme would be cumbersome and the work of the Committee too slow in action to operate effectively. The representation of an individual local authority on one centralised statutory committee would, relatively, be of small account, and consequently in matters of vital importance to the particular authority would prove unsatisfactory in practice, and in any event it would be necessary to work any centralised "detailed" scheme through a number of decentralised area committees of local authorities.

Reasons why
promotion of
one statutory
scheme would
not be
satisfactory

Further, detailed planning which has not been attempted by the Committee, particularly zoning and necessary street widenings and improvements adjacent to areas already developed, could be efficiently indicated by the respective local authorities concerned and their officials, instead of a central committee and its officials operating from Manchester over the Region.

Alternatively,
simultaneous
promotion of
separate
statutory
scheme unlikely

On the other hand it is most unlikely that each and every local authority in the Region will separately and simultaneously prepare detailed town planning schemes for their respective districts embodying the regional proposals in such schemes and accepting entire responsibility, financial and otherwise, consequent upon the enforcement and/or carrying out of such proposals.

Necessity of
securing
concerted
action
throughout
Region

Nevertheless, the Committee is satisfied that some method or process is necessary to secure concerted and simultaneous action over the Region, avoiding gaps or breaks in the regional proposals which would nullify to a serious degree the action of other local authorities proceeding to provide for and enforce regional proposals. Some action forming a middle course between the extreme or remote possibilities indicated offered a solution of the problem confronting the Committee.

Regional
proposals to be
provided for by
the establish-
ment of
decentralised
area statutory
town planning
Committees
throughout the
Region

After much deliberation, and in the absence of any alternative suggestion which appeared workable, the Committee considers that the best practical course open to the constituent local authorities is to provide for the carrying out of the regional development proposals by the setting up of decentralised area statutory town planning committees for certain defined areas based on local centres, where common interest is fairly close, and where finances over the decentralised area are likely to be sufficient to warrant the local authorities concerned collectively ensuring the enforcement and/or carrying out of any major proposals under a decentralised area town planning scheme, and for this purpose the regrouping of the Region into a series of decentralised area statutory town planning committees and the immediate establishment of such committees is recommended.

How
decentralised
area
Committees
would operate

A map showing suggested decentralised areas and two charts indicating how the statutory committees would be set up and operate in conjunction with the respective local authorities and the reconstituted Joint Advisory Committee, together with a draft suggested form of agreement between the respective local authorities in each decentralised area, form an appendix to this report.

The decentralised areas indicated are merely suggested, and it is open for any combination of local authorities to act jointly as may be considered best by the authorities concerned.

The regrouping of the Region on a decentralised basis, securing joint action by combination of local authorities, is put forward by the Committee as a workable and economical solution to the problem of how to secure the proposals affecting the future development of the Region becoming statutory and obligatory in all future development, and as affording a reasonable opportunity of directing and controlling building development during the preparation of the statutory schemes. This preparatory period would be comparatively short as compared with the period required for the preparation of one "detailed" scheme for the whole Region, or, alternatively, the preparation of 104 separate schemes by the respective local authorities operating in the Region.

Reasons in support of establishment of decentralised area Committees

Further, the representation of an individual local authority on a decentralised area statutory Committee would, relatively, be more effective and of greater advantage to every authority in the deliberations and decisions of an area Committee.

In addition, the existence of the Advisory Committee in a reconstituted form will secure dual representation through the statutory area Committee, and also provide a means for local authorities adjusting any differences which might arise in the preparation of the statutory schemes.

As the functions of the Committee are only advisory it is urgently necessary for concerted action to be taken to promote statutory town planning schemes to control development in accordance with the proposals recommended. The Committee is satisfied that schemes cannot in all cases be promoted and/or enforced by individual authorities, and the collective system of planning over decentralised areas is most strongly recommended as likely to be productive of efficient regional planning and control over all future development.

Urgency for concerted action being taken without delay

The Committee considers it essential that the attention of all local authorities should be directed to the urgent necessity of providing, where possible, as indicated in the outline scheme submitted herewith, for the future development of the Region on co-ordinated lines, and certainly for the protection of the sites of future regional roads and

for compliance with the main zoning proposals, and it is with these objects in view that this report is now issued, when the various proposals are in a primary stage.

Map of
Regional
proposals

A map, on a scale of $2\frac{1}{2}$ inches to one mile, indicating the primary proposals of the Committee, accompanies this report, and is contained in a separate cover. It is intended these proposals shall form the basis of discussions on proposals to be embodied in detailed statutory schemes which it is recommended should be prepared by decentralised area committees.



THE TOWN HALL, BOLTON.

Part II.—GENERAL SURVEY OF THE REGION.

GEOGRAPHICAL AND TOPOGRAPHICAL.

Physical
nature of
Region

The physical nature of the Region is very varied, and almost every type of country is to be found: high hills, deep valleys, undulating lands, flat plains, wild moorlands, meadows, and woodlands.

Along the eastern boundary of the Region runs the "Backbone of England," the Pennine Range, rising in places to a height of over 2,000 feet above Ordnance Datum. Along the northern boundary of the Region is a spur of the Pennine Range which reaches a height of 1,500 feet, and slopes down to 300 feet at the extreme north-west corner. The area of land in the Region above a height of 750 feet Ordnance Datum is approximately 370 square miles.

The west and south boundaries of the Region are somewhat irregular, possess no definite physical features such as exist on the north and east, and are continuations of the flat lands of the central and southern portions of the Region.

These lower lands form the Cheshire and Lancashire plains, the latter being in the nature of a broken but gradual fall from the foot of the hills on the north and east to the River Mersey and the Manchester Ship Canal, which act as the chief drainage channels of the Region to the sea. The land in the vicinity of these channels is in some places as low as 25 feet above Ordnance Datum.

Situation of
industrial
development

It is on the undulating and flat lands of Lancashire that the greater part of the industrial development has taken place, with the large centres situated along the lines of the early roads, and forming a system of "satellite" towns around the hub or dominating centre of Manchester. Industrial development has also taken place along the valleys, where abundant water facilities are available.

Levels of
certain towns
in the Region

A number of towns to the north and east of Manchester occupy terraced positions gradually rising from Manchester, the centre of which is situated 120 feet above Ordnance Datum. The centre of Bury is 310 feet, Bolton 320 feet, Middleton 350 feet, Rochdale 400 feet, Stalybridge 400 feet, Rawtenstall 560 feet, Oldham 700 feet, and Bacup 820 feet.

The water resources of the Region are considerable, the principal rivers being the Mersey and its main tributary, the Irwell, within the watersheds of which the greater portion of the Region is situate. There are also numerous streams and brooks, the water from many of which is utilised by the mills and other works situated near by. (For river drainage areas, see outline map, facing page 76.)

Water
resources and
drainage

A considerable portion of the moorlands within the Region, approximately 140 square miles in extent, serve as water catchment areas for the water supply of many of the towns within the Region. Some of the large towns in the Midlands are supplied by water from the neighbourhood of the Derwent Valley, a large portion of which is situate within the Region.

There also exists within the Region large areas of moss land some 14 square miles in extent—the largest being that situate between Manchester and Warrington, and near to the Cheshire and Lancashire county boundaries—and these areas, together with the low-lying lands liable to periodical flooding, form a natural barrier to building activity. This latter feature has undoubtedly played a great part in the history and development of the Region, the land to the north, in Lancashire, becoming highly industrialised, whilst the rich agricultural land to the south, in Cheshire, has generally remained in use as such.

Moss land and
land liable to
flooding

There is great diversity of scenery in the Region, the moorlands to the north and east being exceedingly wild and almost featureless, whilst to the south-east the character of the scenery changes considerably. The Derbyshire hills, intersected by the richly-wooded Goyt and Derwent Valleys, possess a singular beauty and grandeur equal to any in the country. From the foot of this portion of the Pennine Range, which descends abruptly, the land extends to the west, across the pleasant pastures and parklands of Cheshire. To the west, or more especially the extreme north-west, the land is undulating, and gives the scenery a more interesting character.

Landscape of
the Region

RAINFALL.

A few remarks upon the rainfall of the River Mersey Basin is interesting, for there is little doubt that there is a close connection between the abundant supply of pure soft water from the grits and coal measure sandstones, and the bleaching, dyeing, and finishing

Rainfall and
Industry

Variations in Rainfall processes of the textile industry. The rainfall of the Region reaches its maximum to the north and east of Manchester, and in cartographic form shows wide divergency in the amount of rain, from 26 inches per annum in the Dee Valley and the Middle Weaver, to 55 inches per annum near Belmont in the Rossendale Hills.

Causes Such divergency depends upon a variety of causes—
 (a) The direction of the prevailing wind.
 (b) The position of the Region relative to the high land masses.
 (c) The surface features within the Region itself.
 (d) The position of the Region relative to the cyclonic track.

The Cambrian System places the Region within its rain shadow, for while in the Western Cambrian the rainfall is 80 inches and over, on the eastern side and in the Dee Valley it is less than one-third of that amount. Eastwards from here the rainfall tends to increase, although the Peckforton escarpment seems to create a minor rain shadow area stretching along the Middle Weaver from Nantwich to the neighbourhood of Northwich.

Cheshire and Lancashire Low-lands The line of the Mersey is on the whole wetter than the Cheshire Plain, and at Altrincham, where the red rock escarpment takes a direction north-west—south-east, at right angles to the prevailing wind, the rainfall increases to 33 inches, and to the north-east within the shadow of this ridge several gauges give less results, and there thus seems to be an elliptical area to the south of Manchester stretching from Urmston to Gorton, and constituting a modified rain shadow area behind the Altrincham uplift.

East-north-east from Manchester the rainfall shows a progressive increase until a maximum of 52·5 inches is reached at Chew Moor, near Greenfield, Yorkshire.

Lancashire High-lands The northern section of the basin is by far the wettest. Coast stations at Southport give 31·5 inches, but at Worthington, near Wigan, the influence of the Rossendale Hills is becoming effective, and a fall of 36·5 inches is registered. The Liverpool Water Works gauge at Winter Hill gives 41·0 inches, and the Belmont gauge 55·3 inches. Less elevations eastward cause slightly diminished results, and the Upper Roch Valley returns are very much reduced. Blackstone Edge gauge, situate at an altitude of 1,225 feet, registers only 34·7 inches.

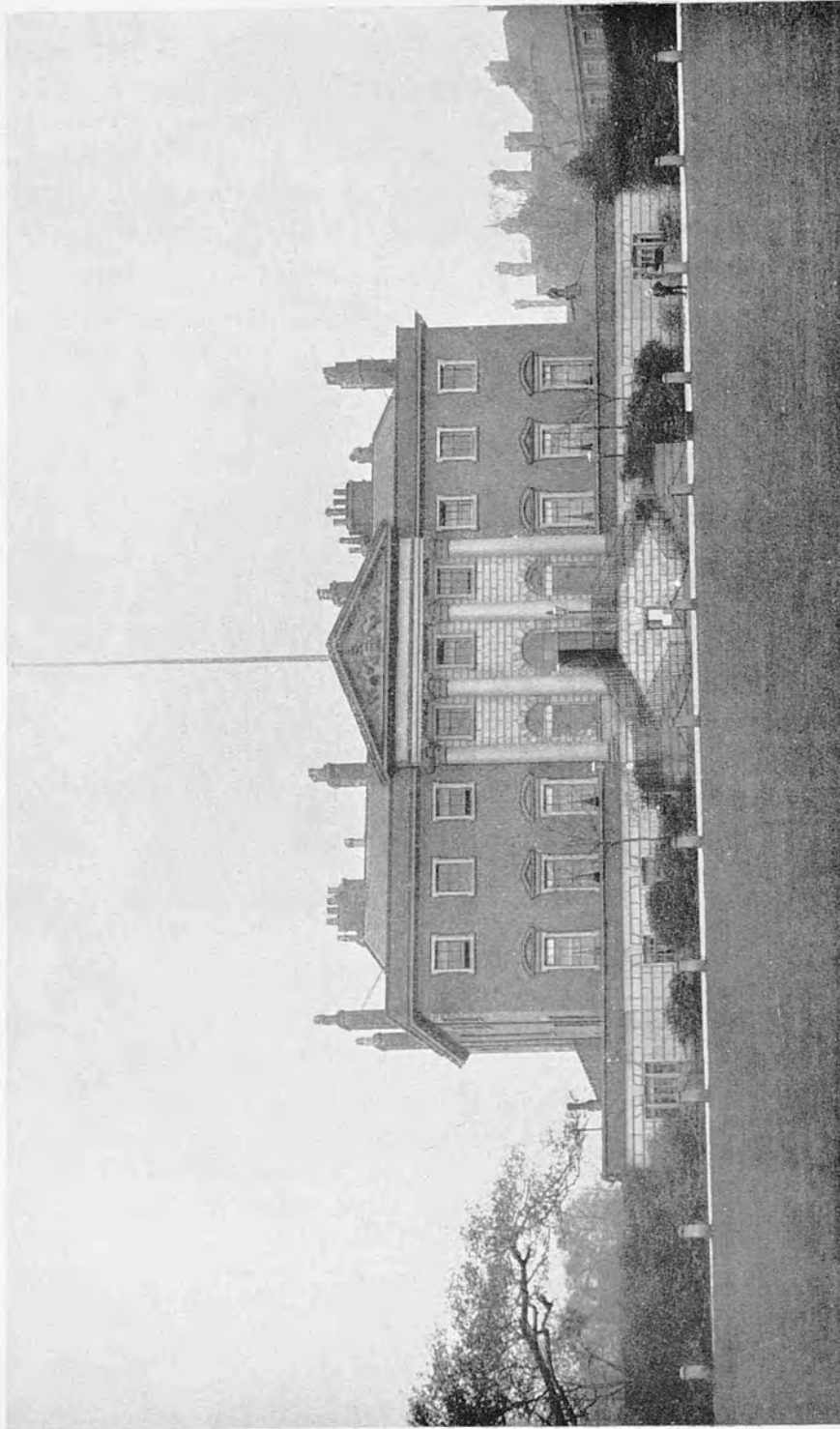
Collating all the returns, there is evidence of some connection between increased rainfall and higher altitude, but its numerical expression is not always the same, as factors other than elevation enter into the question. From the statistics plotted on the map, facing page 36, there has been developed the isoheys there shown, which attempt to visualise a progressive increase of rainfall from the Dee Valley to the Rossendale Anticline.

If the whole of the Mersey Basin is divided into its contributory drainage areas, and the average rainfall from all stations within every area is taken, the results are :—

Irwell Basin	46·2 inches per annum.		
Upper Mersey Basin	36·5	„	„
Lower Mersey Basin	30·5	„	„
Weaver Basin	28·8	„	„

Increased
Rainfall
and higher
altitude

Contributory
drainage
areas

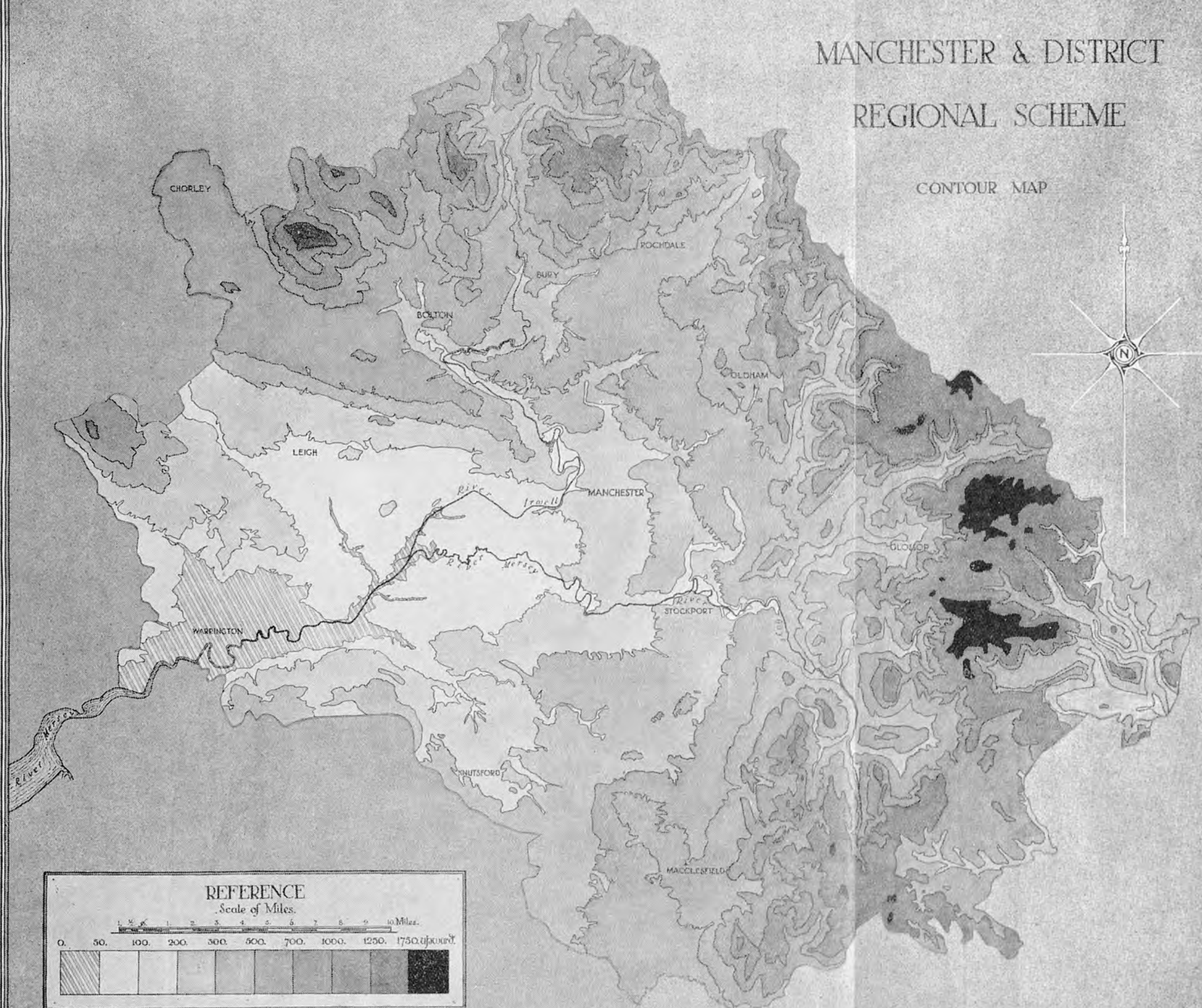


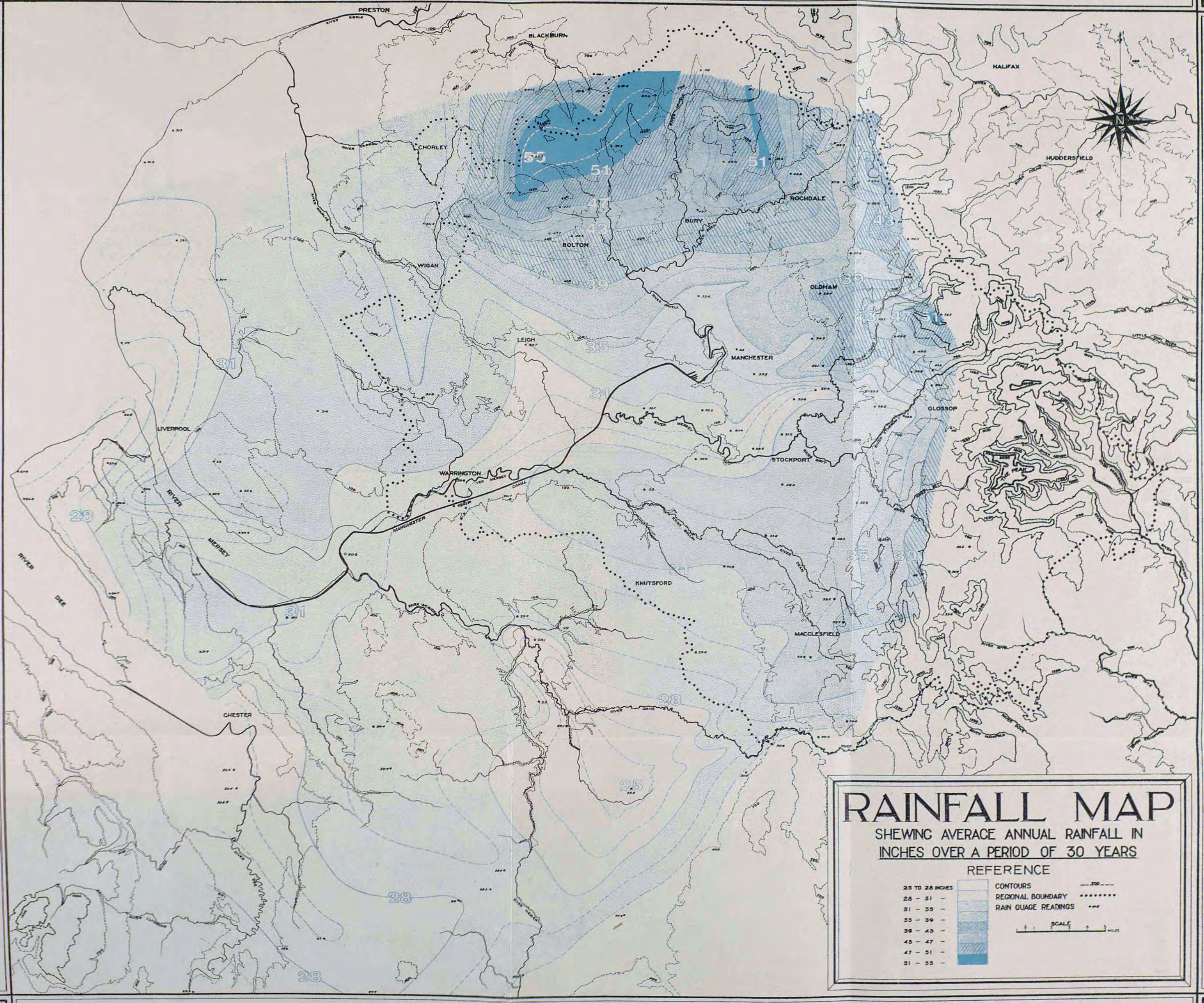
Birdles, Warrington.

THE TOWN HALL, WARRINGTON.

MANCHESTER & DISTRICT
REGIONAL SCHEME

CONTOUR MAP





RAINFALL MAP

SHEWING AVERAGE ANNUAL RAINFALL IN
INCHES OVER A PERIOD OF 30 YEARS

REFERENCE

25 TO 28 INCHES 28 - 31 - 31 - 35 - 35 - 39 - 39 - 43 - 43 - 47 - 47 - 51 - 51 - 55 -	CONTOURS REGIONAL BOUNDARY RAIN GAUGE READINGS SCALE 1 2 3 MILES
---	---

The existing main road system of the Region takes the form of a number of routes radiating from the main centre of Manchester and Salford: In most directions these radial roads are adequate so far as their number is concerned, although not in the matter of width. Generally the Region is very badly provided for in the matter of circumferential roads.

There are few, if any, really good and direct north and south roads other than those passing through the central portion of the Region, and direct connections between the subsidiary but important towns immediately beyond the central area are few and inadequate; consequently only circuitous routes for traffic are available, excessive traffic is thrown on to the roads radiating from the centre, and much congestion takes place in or near the central area.

Many district roads exist which, although they carry a large volume of traffic, are frequently found to be winding, narrow, and inconvenient; there are also a few instances of private toll roads.

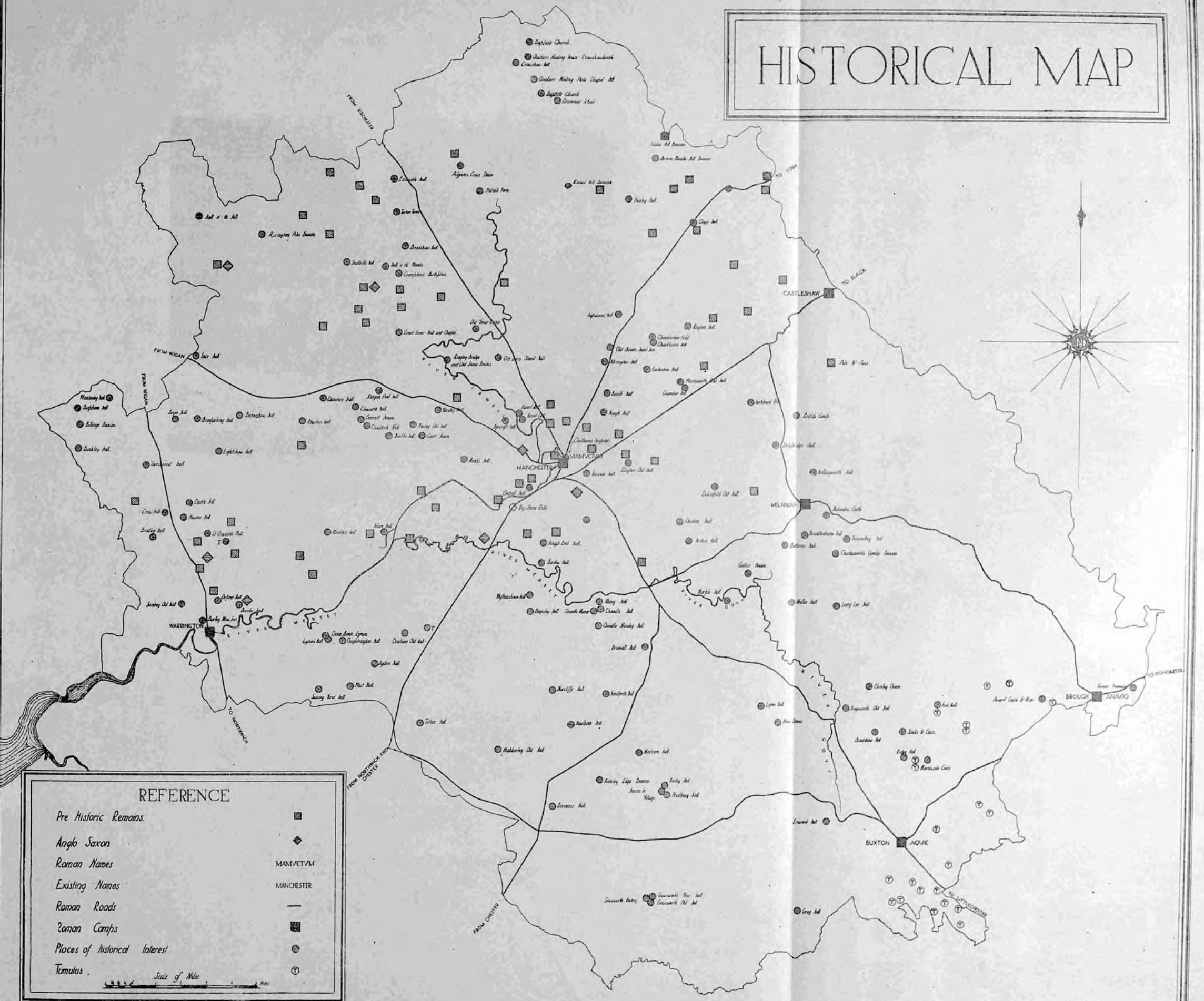
Map of existing
road system

The road map (facing page 62) emphasises, in colour, only existing first and second class roads as classified by the Ministry of Transport, but it should not be thought that these roads are the only roads carrying a considerable volume of heavy traffic; other roads, which are unclassified, are of great importance to the commerce and industry of the Region. Some of these roads form connecting links in the new road system recommended by the Committee and are shown on the map.

Need for
bye-pass and
other roads

The need for the construction of bye-pass roads around some towns, or the immediate widening of existing arterial roads, is very apparent. Perhaps the most striking example in the Region is on the Liverpool—East Lancashire road at Warrington; Sankey Street, in the centre of that town, being only 15ft. 4in. wide. Although it is anticipated that Sankey Street will be widened in the near future, it is hardly practicable to reconstruct the street of sufficient width to effectively accommodate the great volume of traffic using the road. In addition to other considerations, the traffic on this road will increase as the land along the banks of the Manchester Ship Canal is developed, and it is not desirable that the centre of a town should be congested by heavy through traffic, not only hindering business in the town but also causing loss of time to through transport.

HISTORICAL MAP





Birtles, Warrington.

TRAFFIC CONGESTION, SANKEY STREET, WARRINGTON.

In considering the road problem for a region such as this, it is but natural to find certain conditions which are more or less peculiar to the locality, and the following are a few of such conditions :—

Road problems
peculiar to the
Region

- (1) The existence, in a comparatively small radius, of a large number of important industrial towns containing large populations, resulting in building development being practically continuous over considerable areas.
- (2) The particular nature of the principal industry carried on in the Region frequently necessitates the transport, several times over the same route, of goods in the process of manufacture from the raw material to the finished article.
- (3) The number of mills located in valleys by reason of water supply facilities, and in positions somewhat isolated and remote from towns, thereby necessitating many subsidiary roads.

- (4) The positions of the docks for ocean-going vessels which serve the Region : firstly, those of the Manchester Ship Canal Company at Manchester, Salford, and Stretford, and situated on the southern boundary of the principal industrial section of the Region, and to which direct access by road is not good ; and secondly, those at Liverpool, which are outside and to the west of the Region, but which are used by industrial undertakings situate in the Region.
- (5) The large number of horse-drawn vehicles still in use, and likely to be used, owing to the comparatively short distances certain articles in process of manufacture, in the Region, are carried.
- (6) The exceptionally heavy loads transported within the Region by all kinds of vehicles.
- (7) The physical nature of the country. (Whilst the central and southern parts of the Region are comparatively flat, and at some points as low as 25 feet above Ordnance Datum, in the northern and eastern parts altitudes of over 2,000 feet are reached.)

Other conditions also exist which have a bearing upon the problem of road communication. The Region is essentially an industrial and commercial one, and the best system of road communication is necessary to ensure the most economic transport of goods with concurrent advantages.

The importance of providing new arterial road routes has received very serious consideration by some constituent local authorities, and in consequence some excellent new roads have been constructed, whilst others are in course of construction, or are about to be commenced.

The construction of some of these roads already afford good examples of a co-ordinate policy between two or more local authorities.

Lack of
co-ordinate road
policy in the
past

Apart from these examples, it is unfortunate that in the past there has been little or no co-ordination of the proposals of respective local authorities regarding road widths in relation to arterial routes. In one district a main or arterial route may be fairly wide, in another extremely narrow ; building and street lines are not consistent throughout a route ; bad intersections of streets are oftentimes permitted, and concealed corners are often created by bad alignment

and the improper siting of buildings, overgrowing of hedges, and the erection of walls and fences. Tram and omnibus services oftentimes are operated on roads quite unsuitable for such services, and the installation and maintenance of various public services causes serious interference with the effective width of a road over considerable periods of time.

Present and future traffic requirements demand comprehensive treatment if reasonable facility of movement is to be available in the interest of industry, commerce, and public convenience.

Comprehensive
treatment of
roads required

Town planning makes it possible to allocate areas for particular forms of user, such as industry, business, shopping, residential, etc. Each of these uses has varying requirements with respect to transport, and great opportunities to secure added convenience and economy are now made possible by the co-ordination on one plan of the uses of land and necessary communications, each being co-related so as to serve the other efficiently and economically.

Much could be achieved by local authorities by careful co-ordination of public activity. The siting of a public market, school, recreation ground, bath or wash-house, cleansing or highway depot, gas or electricity station, all contribute to and have a direct bearing upon the traffic problem.

In the preparation of the regional plan existing road communications have been examined with some detail throughout the Region. The general result of such examination shows that existing facilities, particularly within and adjacent to centres of population, are in many instances quite unsatisfactory, and in some cases the state of affairs calls for immediate remedy.

In formulating the various proposals as indicated on the maps accompanying this report consideration has also been given to the following general principles :—

General
principles in
formulating
road proposals

- (a) To provide for new main arterial roads.
- (b) To provide subsidiary roads between towns and the new main arterial roads or existing main roads.

- (c) To provide for the improvement of the widths and lines of existing roads where practicable, or, alternatively, where the cost of such improvement might prove to be prohibitive, to provide for the construction of new roads, thereby obtaining greater road width at less cost, new frontages for development, and frequently better gradients.
- (d) To provide for bye-passing towns or congested areas through which main roads at present run.
- (e) To provide access to areas likely to develop in conformity with the zoning proposals, the physical nature of the country permitting the same.

Survey of
lines of
proposed
roads

The lines of all proposed roads as indicated on the maps accompanying this report have been surveyed, longitudinal sections taken, and main particulars as to engineering features and property affected recorded. The various proposals have been, in the main, generally approved by the Group Sub-Committees concerned, and the Committee. These are recommended for inclusion in the statutory town planning schemes to be promoted by the various local authorities or decentralised area committees.

Road
construction.
Provision to
be made in
statutory
schemes

The Committee, as an advisory body, whilst concerned with the planning of roads is not directly concerned with the question of constructing such roads, and provision for the enforcement, carrying out, or construction of any proposed road will have to be included in the statutory town planning schemes.

Agreements
with county
councils and
the Ministry
of Transport

On the question of providing for roads of an arterial character it is recommended that local authorities, through their particular decentralised area committee, should approach the county council concerned, and the Ministry of Transport, with a view to obtaining some definite assurance that grants in aid of the cost of road construction and subsequent maintenance will be available when the necessity for the construction of a particular road arises. No doubt the reconstituted Joint Advisory Committee will be of some assistance in securing agreement between area committees, county councils, and the Ministry of Transport.

New roads.
Widths and
building lines

The widths given in the list of new roads are the suggested ultimate distances between the street lines, and are the minimum widths for which provision should be made. They are not, however, necessarily

those which will be required when the roads are at first constructed ; a less width will frequently be sufficient for some considerable time. It is important, however, that sufficient land be scheduled to allow of the full width being obtained as and when required.

In suggesting widths for various new roads consideration has been given to provision of space for the planting of trees and shrubs and the formation of grass or gravel verges where desirable or appropriate, and also for the probable extension of the practice of providing duplicate services, such as sewer, gas, water, and electricity mains, etc., under the footways or verges of roads, instead of single services under carriageways.



AN EFFECTIVE STREET LAY-OUT : A BOULEVARDE, 100 FEET WIDE.

The suggested set-back from street lines for building frontages to new roads up to and including 80 feet in width is 20 feet on each side of the road. For roads of greater width, 25 feet on each side of the road is suggested.

Existing roads,
Widths and
building lines

The suggested widths and building lines for existing roads are as follows :—

First-class Roads.—A minimum width of 75 feet, increasing to 100 feet where practicable, and a building set-back of 25 feet on each side.

Second-class Roads.—A minimum width of 60 feet, increasing to 80 feet where practicable, and a building set-back of 20 feet on each side.

Roads through
built-up areas

It is not anticipated it will be possible to secure an equal width throughout the entire length of many existing roads, particularly in towns or through built-up areas. In the latter case it will be necessary to prescribe such new street and building lines as may be considered desirable, and to require compliance therewith wherever redevelopment takes place.

It will also be found that in some cases the construction of a new road will obviate the widening of an existing road, except to an extent necessary to meet local requirements.

Roads through
hilly districts

Owing to the very hilly nature of some parts of the Region it must be realised that any widening or considerable improvement of certain roads is impracticable, and, unfortunately, in many cases it is most difficult to provide alternative routes except at great cost. Where building frontages are not available by reason of the levels and nature of land adjacent to roads in hilly districts it will not be necessary to secure so great a width of road, as all traffic will be in movement constantly.

The roads through Derbyshire and into Yorkshire are unavoidably devious and steep, but many of the danger points along these roads could be reduced and the roads improved without incurring much expense.

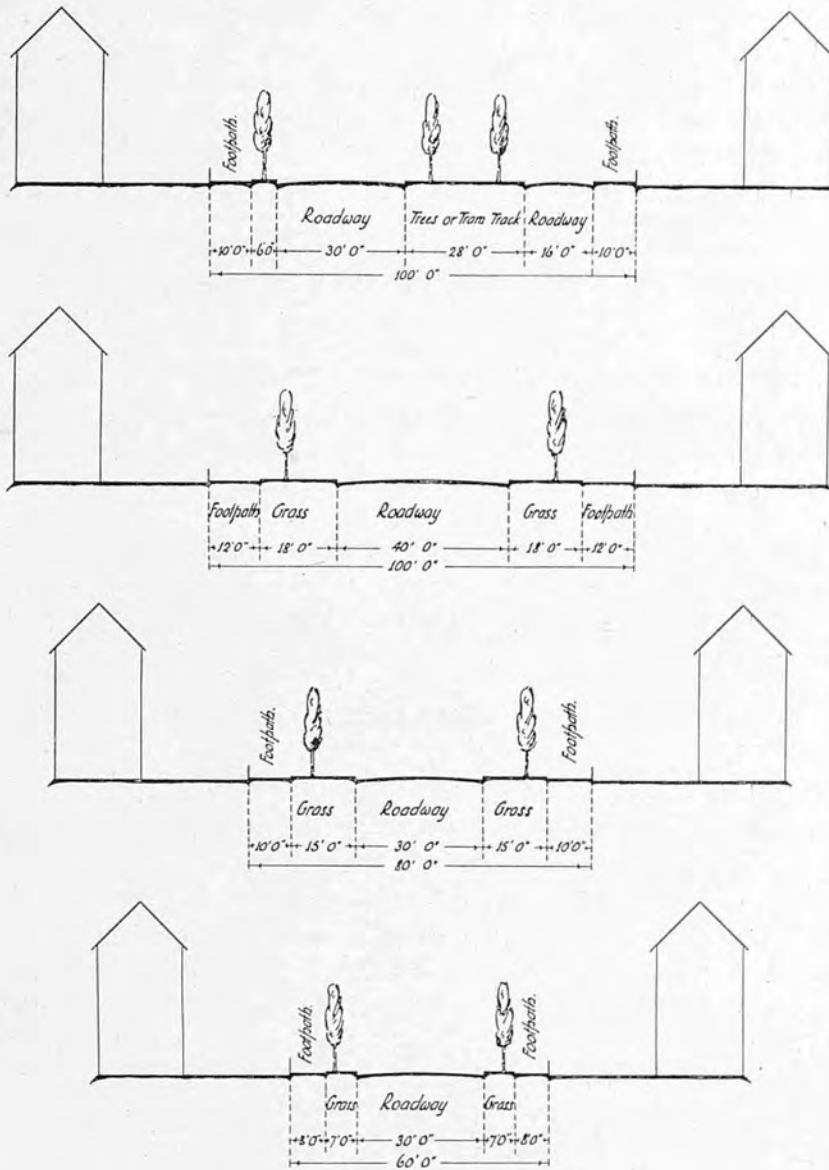
Typical cross
sections of
new roads

On page 45 several road sections are illustrated, and are given as typical examples for guidance only. The character of roads must necessarily vary according to the nature of the district they serve, or pass through, whether industrial, or residential, or business.

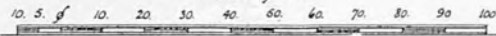
Road amenities

The question of providing for or preserving the amenities of roads, particularly through residential districts, is one requiring consideration.

CROSS · SECTION · OF · ROADS



Scale of Feet.



The additional width required to secure space for trees, shrubs, and grass verges need not be considerable, and, in consideration of the enormously enhanced value of property created by the provision of such amenities, no doubt many landowners will be prepared to dedicate land for the purpose.

It is suggested that where trees are planted along roads they should be placed in such positions as to render it unnecessary to remove them should it be required subsequently to widen the carriageway of the road.

Oftentimes a curve in a road will enable a fine specimen of a tree, or a clump or belt of trees, to be preserved, and so add to the beauty of a district.

Many other matters also affect the attractiveness of a road, such as easy and pleasing curves, alignment on some building or other object, the design and colouring of lamp posts and other standards, and so forth.

In the planning of new roads, or the improvement of existing ones, it is most essential that every effort should be made to secure a good line of vision. Particularly does this apply to bends and road junctions.

Cost of road
construction

The cost of road construction must necessarily vary in different parts of the Region; in some districts filling material will be found close at hand, whilst in others this is not the case, and material will require to be brought from a distance. Roads constructed in hilly or undulating areas will cost relatively more than roads constructed through fairly level land, and the nature of road foundation will vary from place to place, in some cases necessitating reinforcement or special construction. In some districts railways are much more numerous than in others, involving heavy expenditure in bridge construction, which cannot be avoided wherever a road might be placed.

Many other conditions also exist which must necessarily affect cost of construction.

As already indicated, surveys have been made along the centre line of each suggested road, levels taken, and approximate estimates of cost, based on prices in respect of roads recently constructed in

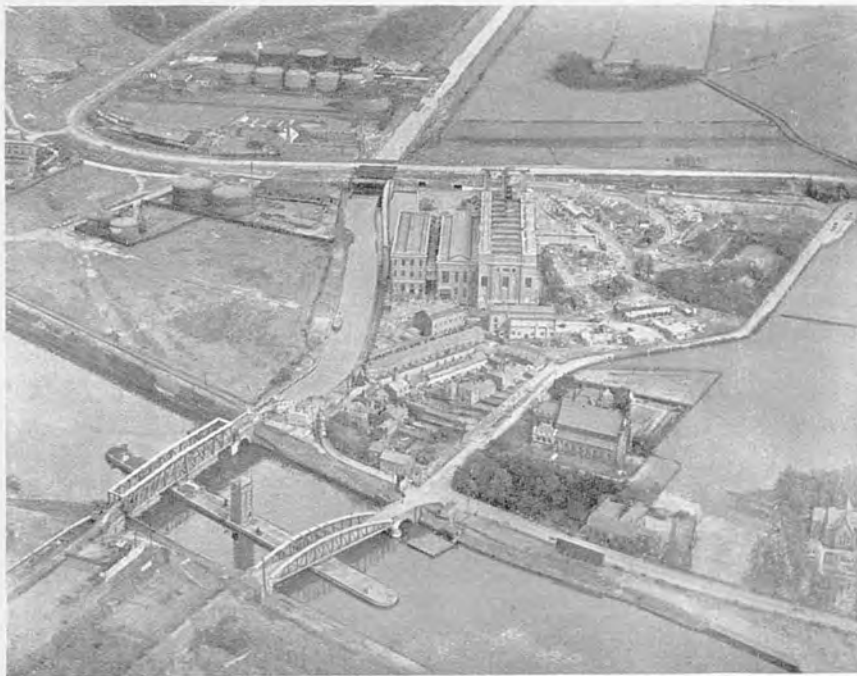
the Region, have been prepared. These estimates have been apportioned according to the length of road in the area of each local authority affected, but are not included in this report, as many of the roads may not be constructed for some considerable time, and, prices not being stable, any such estimates might prove of little value.

It is suggested to local authorities on reaching definite agreement as to the lines of roads, that the sites of the portions of such roads upon which embankments are to be formed should be made available for tipping suitable material, which otherwise might not be available at the time when a particular road is to be constructed.

Formation of
embankments
in anticipation
of requirements

It is not deemed necessary to give a list of the bridges in the Region which are inadequate for the volume of traffic using them. In many cases bridges are far too narrow and inconvenient, and form dangerous "bottle necks." There are also other bridges, especially crossing railways, which are much out of alignment, and consequently are danger points.

General
inadequacy of
road bridges



Manchester Corporation.

BARTON (ROAD AND CANAL) BRIDGES OVER THE MANCHESTER SHIP CANAL; ALSO
AN ELECTRICITY GENERATING STATION (MANCHESTER CORPORATION).

Inadequacy of
road access
across the
Manchester
Ship Canal

Access from one part of the Region to another is in some cases rendered difficult by the absence of sufficient bridges. Particularly is this the case over the Manchester Ship Canal; only four bridges exist between Salford and Warrington, the distances apart being as follows :—

Trafford Bridge to Barton Bridge	.. .. .	5·3 miles.
Barton Bridge to Warburton Bridge	.. .. .	6·8 „
Warburton Bridge to Knutsford Road Bridge		
at Warrington	.. .. .	4·7 „

Three of these bridges are swing bridges, and in consequence traffic delays frequently occur and cause congestion. The other bridge, at Warburton, midway between Manchester and Warrington, is the only high-level bridge in this total distance of 16·8 miles, but its usefulness is minimised by bad approaches, that from the south being by a narrow lane and a wood and iron toll bridge.



Manchester Ship Canal Company.
BARTON (ROAD AND CANAL) BRIDGES OPENED TO PERMIT PASSAGE OF
SHIPPING.

Suggestions are made in this report for improved connections with the Warburton high-level bridge, and also for additional high-

level road bridges over the Canal, which if secured would avoid the circuitous routes now necessary in passing from the north to the south of the Region, and would relieve congestion at a number of points, in addition to forming transport feeders to the Ship Canal.

As the Trafford Park Estates continue to develop and the neighbouring lands on both sides of the Ship Canal in the direction of Irlam and Partington become increasingly industrialised, further access between north and south banks of the Canal will be essential, not only to the industrial undertakings in the neighbourhood of the Canal and the consequent transport of goods, but also for the convenience of the workers in the industrial area.



ANCIENT ROAD THROUGH THE WINNATS, CASTLETON, DERBYSHIRE.

The following is the list of proposed regional or main district roads previously referred to:—

Number of road	Description	Local authorities affected	Approximate length in miles in area of each local authority		Suggested width in feet	Maximum grade	Total length in miles
			New road	Existing road			
1 and 2	East to West Lancashire	Abram U.D. Ashton-in-Makerfield U.D. Atherton U.D. Barton-upon-Irwell R.D. Billinge U.D. Bury R.D. Heywood M.B. Hindley U.D. Leigh M.B. Little Hulton U.D. Milnrow U.D. Rochdale C.B. Swinton and Pendlebury U.D. Tyldesley-with-Shakerley U.D. Whitefield U.D. Worsley U.D.	2'20 3'73 1'95 0'78 1'31 3'52 1'41 0'68 0'93 0'23 1'81 1'80 0'70 2'39 1'05 2'67	— 0'17 — — — 0'07 — — — — — 0'88 — — 0'69 0'81	120	23	29'78
3	From Middleton Road, Heywood, and Road No. 2 to Rochdale	Heywood M.B. Rochdale C.B.	0'41 1'10	— —			
4	From Road No. 1 at Caleb's Gate on Birchley Road to northern boundary of Billinge and suggested continuations to Chorley and St. Helens	Billinge U.D.	1'71	1'70	80	23	3'41
5	From Goose Green on the Wigan—Ashton-in-Makerfield Road, connecting with Road No. 1 and continued to Winwick Road at Newton-in-Makerfield	Ashton-in-Makerfield U.D. Haydock U.D. Newton-in-Makerfield U.D. Warrington R.D.	2'55 1'00 2'01 0'24	0'53 0'49 — —	80	30	6'82
6	From Hindley to Wigan Road near West Leigh and connection with Road No. 1	Hindley U.D.	1'64	0'48	80	100	2'12
7	From Horwich to join Road No. 1 at Atherton	Atherton U.D. Bolton C.B. Horwich U.D. Westhoughton U.D.	— 0'95 0'38 1'33	0'95 0'42 — 0'95	80	27	4'98
8	From Chester Road at Bucklow Hill via Warrington Bridge to Bolton Road, Westhoughton	Atherton U.D. Bucklow R.D. Leigh M.B. Leigh R.D. Lymm U.D. Westhoughton U.D. Warrington R.D.	1'54 2'70 0'70 2'00 0'74 0'28 1'58	0'19 1'64 1'89 0'87 — — 0'65			
					80 and 100	21	14'78

PROPOSED REGIONAL, &c., ROADS—Continued.

Number of road	Description	Local authorities affected	Approximate length in miles in area of each local authority		Suggested width in feet	Maximum grade	Total length in miles
			New road	Existing road			
9	From St. Helens Road, Bolton, to Irlam	Bolton C.B. Irlam U.D. Leigh R.D. Little Hulton U.D. Tyldesley-with-Shakerley U.D.	1'97 0'08 2'72 0'19 1'16	0'61 1'98 1'70 — 0'38	60	22	10'79
10 N. to S.	From Bradford Road, Bolton, to Tyldesley	Bolton C.B. Farnworth U.D. Little Hulton U.D. Tyldesley-with-Shakerley U.D.	— 0'33 0'68 —	0'68 0'64 0'82 0'78			
10 E. to W.	From Bolton Road, Kearsley, to Salford Road, Bolton	Bolton C.B. Farnworth U.D. Little Hulton U.D. Kearsley U.D.	0'56 0'70 0'60 0'52	— — 0'50 —	60	38	2'88
11	From Bury New Road, near Bolton, to Oldham	Bury C.B. Bury R.D. Chadderton U.D. Heywood M.B. Middleton M.B. Oldham C.B. Radcliffe U.D.	0'55 3'01 1'37 0'87 2'10 — 1'56	0'21 — 0'25 — — 0'40 —			
11A	Royton Bye-pass, branch from new arterial road at Chadderton	Chadderton U.D. Royton U.D.	0'81 0'78	— —	75	20	1'59
12	Bolton to Bury	Bolton C.B. Bury C.B. Bury R.D. Radcliffe U.D.	1'73 — 0'41 0'38	— 1'00 0'67 —			
13	Turton to Belmont ...	Turton U.D.	4'12	1'52	60	20	5'64
14	Turton to Radcliffe ...	Bury R.D. Radcliffe U.D. Turton U.D.	0'98 0'30 2'58	0'19 — 0'74	70	20	4'79
*15	Bolton Eastern Bye-pass	Bolton C.B.	1'80	0'34			
16	Bury Eastern and Western Bye-pass roads	Bury C.B. Bury R.D. Heywood M.B. Radcliffe U.D.	5'85 0'70 0'68 0'23	— 0'19 — —	100	16	7'65
17	From Bury New Road, Bolton, to Whitefield	Bolton C.B. Little Lever U.D. Radcliffe U.D. Whitefield U.D.	1'14 0'90 4'37 1'07	— — 0'09 —			
18	From Pigs Lee at North of Bury to Whitefield	Bury C.B. Bury R.D. Heywood M.B. Whitefield U.D.	1'00 2'18 1'62 0'76	— 0'67 — —	70	20	6'23

* Road being constructed.

PROPOSED REGIONAL, &c., ROADS—Continued.

Number of road	Description	Local authorities affected	Approximate length in miles in areas of each local authority		Suggested width in feet	Maximum grade	Total length in miles
			New road	Existing road			
*19	Heywood Bye-pass ...	—	—	—	—	—	—
20	Rochdale Eastern Bye-pass	Rochdale C.B.	1'45	0'75	100	24	2'20
21	From Milnrow to Littleborough	Littleborough U.D. Milnrow U.D.	1'92 1'80	0'15 0'02	60 and 75	18	3'89
22	From Lower Place, Rochdale, to Road No. 2 at New Hey	Milnrow U.D. Rochdale C.B.	0'82 0'46	— —			
23	From Crompton to Springhead and branch to Oldham and Royton	Milnrow U.D. Crompton U.D. Oldham C.B. Springhead U.D. Royton U.D.	— — 1'00 1'12 1'24	0'38 2'39 1'08 1'62 0'34	50	14	9'17
24	From Ripponden Road, Oldham, to Mossley Road near Ashton-under-Lyne	Hurst U.D. Limehurst R.D. Oldham C.B.	— 0'38 1'14	0'53 1'14 0'82			
25	From Hollins Road, Oldham, to Huddersfield Road, Springhead	Limehurst R.D. Oldham C.B. Springhead U.D.	2'60 0'11 0'70	0'95 0'40 —	50	12	4'76
26	From Manchester—Oldham Road at Hollinwood to Ashton-under-Lyne	Ashton-under-Lyne M.B. Limehurst R.D. Oldham C.B.	0'11 1'72 0'64	— — —			
27	Ashton Road, Denton, to Road No. 26 at Daisy Nook, connecting with road to Stockport and Stockport Bye-pass branch to Road No. 28, and from Daisy Nook to Stalybridge	Ashton-under-Lyne M.B. Audenshaw U.D. Droylsden U.D. Limehurst R.D. Stalybridge M.B. Denton U.D. Hurst U.D.	— 0'35 0'42 0'70 0'25 0'70 0'32	0'15 1'45 — 1'42 — 0'25 0'25	60	17	6'26
28	Hyde Bye-pass and branch to Hollingworth	Denton U.D. Hyde M.B. Tintwistle R.D.	1'26 1'50 0'89	— 0'76 —			
29	From Warrington—Knutsford Road at High Legh to Buxton Road at Hazel Grove	Bucklow R.D. Cheadle and Gatley U.D. Hazel Grove and Bramhall U.D.	6'42 2'19 3'32	3'87 0'28 —	80 and 120	22	16'08
30	From Road No. 29 at Heald Green to Wellington Road, Stockport	Cheadle and Gatley U.D. Stockport C.B.	2'15 0'43	0'67 0'71			

* Proposal deferred for time being.

PROPOSED REGIONAL, &c., ROADS—Continued.

Number of road	Description	Local authorities affected	Approximate length in miles in areas of each local authority		Suggested width in feet	Maximum grade	Total length in miles
			New road	Existing road			
31	Stockport Bye-pass — From Road No. 29 at Hazel Grove to Denton and connecting with Road No. 27	Bredbury and Romiley U.D. Denton U.D. Hazel Grove and Bramhall U.D.	1.22 1.00 1.60	1.25 0.60 1.12	100	17	6.79
32	From Buxton Road, Hazel Grove, near the termination of Road No. 29 to Marple	Hazel Grove and Bramhall U.D.	1.32	0.08			
33	From Stockport to Hazel Grove	Hazel Grove and Bramhall U.D. Marple U.D. Stockport C.B.	1.80 0.38 0.56	— 0.48 —	80	—	3.22
*34	From Stockport to Sheffield Road, Hollingworth	Bredbury and Romiley U.D.	0.75	0.60			
35	From Hyde to Bredbury and Romiley	Bredbury and Romiley U.D. Hyde M.B.	0.37 1.25	0.43 —	60	11	2.05
36	From Denton and Hyde to Bredbury and Romiley	Bredbury and Romiley U.D. Denton U.D. Hyde M.B.	0.58 0.08 —	0.92 1.09 0.22			
37	From Stockport—Macclesfield Road at Butley, passing in a north-easterly direction via Handforth, Ashton-upon-Mersey, Urmston, to connect to road to Barton Bridge over the Manchester Ship Canal	Ashton-upon-Mersey U.D. Barton-upon-Irwell R.D. Bucklow R.D. Cheadle and Gatley U.D. Handforth U.D. Macclesfield R.D. Sale U.D. Urmston U.D. Wilmslow U.D.	2.01 0.96 4.86 0.57 — 0.57 0.50 0.19 —	— 0.57 0.19 0.55 0.51 1.81 — 0.57 1.28	60 and 80	20	15.14
38	From Stockport—Macclesfield Road, Butley, to Bollington	Bollington U.D. Macclesfield R.D.	0.37 0.67	0.37 —			
39	Macclesfield Bye-pass roads	Macclesfield M.B. Macclesfield R.D.	5.54 2.68	0.11 0.38			
40	From Handforth to Poynton	Bucklow R.D. Handforth U.D. Macclesfield R.D.	0.25 2.70 1.00	— — 0.98	60	—	4.93
40A	From Bramhall to Adlington	Macclesfield R.D.	1.56	0.50			
41	Wilmslow Bye-pass ...	Wilmslow U.D.	1.15	0.10	100	41	1.25

* Remainder of proposal deferred for time being.

PROPOSED REGIONAL, &c., ROADS—Continued.

Number of road	Description	Local authorities affected	Approximate length in miles in areas of each local authority		Suggested width in feet	Maximum grade	Total length in miles
			New road	Existing road			
42	Continuation of Kingsway, Manchester to Cheadle	Cheadle and Gatley U.D. Manchester C.B.	1'46 0'57	— —	100	—	2'03
43	From Princess Road South, Manchester, to south of region near Ollerton	Bucklow R.D. Knutsford U.D. Manchester C.B.	9'82 0'51 0'57	1'16 — 0'13			
44	From Knutsford to Wilmslow	Bucklow R.D. Knutsford U.D. Wilmslow U.D.	3'19 — 0'40	0'28 1'24 1'04	50	48	6'15
45	Knutsford Bye-pass ...	Bucklow R.D. Knutsford U.D.	2'17 0'75	— —			
46	From Toft Road, near Knutsford, to join Manchester — Chester Road at Allen's Bridge	Bucklow R.D.	2'92	—	60	—	2'92
47	From Warburton Bridge at junction with Road No. 8 to Manchester—Chester Road at Altrincham, and connected with Road No. 48	Altrincham U.D. Bucklow R.D.	0'51 2'53	0'25 1'30	60	22	4'59
48	Altrincham Bye-pass ...	Altrincham U.D. Ashton-upon-Mersey U.D. Bucklow R.D.	0'89 0'82 1'81	— — —			
49	From Walkden to Carrington	Barton-upon-Irwell R.D. Bucklow R.D. Worsley U.D.	2'37 0'14 2'71	0'52 0'49 —	60 and 80	20	6'23
50	From Bolton Road, Swinton, across Manchester Ship Canal to join Roads Nos. 37 and 43 at Baguley	Barton-upon-Irwell R.D. Bucklow R.D. Sale U.D. Salford C.B. Swinton and Pendlebury U.D. Stretford U.D.	0'96 1'18 1'74 0'73 0'63 0'80	— — — 0'76 — 1'33			
51	From Stockport, via Heaton Mersey, connected to Barlow Moor Road, leading to Stretford and Salford	Manchester C.B. Stockport C.B. Stretford U.D.	0'65 0'80 0'25	0'30 0'90 0'62	75	20	3'52
52	Warrington Bye-pass, with branch to Bolton Road	Warrington R.D.	6'93	—			
*53	Warrington to St. Helens	—	—	—	—	—	—

* Proposal deferred for time being.

PROPOSED REGIONAL, &c., ROADS—Continued.

Number of road	Description	Local authorities affected	Approximate length in miles in areas of each local authority		Suggested width in feet	Maximum grade	Total length in miles
			New road	Existing road			
54	Chorley Bye-pass	Chorley M.B. Chorley R.D.	1·60 0·30	0·75 —	—	—	2·65
55	From northern end of Kingsway, Manchester, to Audenshaw, etc.	Audenshaw U.D. Denton U.D. Manchester C.B. Stockport C.B.	— 0·70 1·67 0·12	1·30 — — 0·50			
56	From Hindley to Warrington Road at Golborne	Abram U.D. Golborne U.D. Hindley U.D.	1·71 0·76 0·47	— — 0·49	60	25	3·43
57	Latchford to Culcheth...	Leigh R.D. Runcorn R.D. Warrington C.B. Warrington R.D.	1·22 0·97 0·65 1·57	— — — —			
58	Littleborough (via Wardle) to Whitworth	Littleborough U.D. Wardle U.D. Whitworth U.D.	0·69 2·08 1·00	— — —	60	16	3·77
59	From Rochdale, continuation of Road No. 20 (via Wardle and Whitworth) to Bacup	Rochdale C.B. Wardle U.D. Whitworth U.D.	1·06 0·93 2·84	— — 0·19			
60	From Salford to Prestwich, connecting to Road No. 2	Bury R.D. Prestwich U.D. Salford C.B.	0·80 1·30 —	0·47 — 1·23	70	19	3·80
61	Connection between Victoria Avenue and Bury Old Road across Heaton Park, Manchester	Manchester C.B.	0·96	—			
62	Blackrod Bye-pass ...	Blackrod U.D.	1·98	—	100	45	1·98
63	Adlington to Chorley—Wigan Road	Adlington U.D.	1·65	—	50	23	1·65
64	Bacup Eastern Bye-pass	Bacup M.B.	0·95	1·14	50	—	2·09
65	Road through the Winnats and Bye-pass to Castleton	Chapel-en-le-Frith R.D.	1·88	—	—	—	1·88

The above particulars as to proposed regional or main district roads give the approximate total length of new roads as 256·65 miles, and the widening of existing roads as part of such new roads as 79·22 miles; or, sub-divided into county areas:—

	New Roads.	Widening existing Roads.
Cheshire	87·58 miles.	26·97 miles.
Derbyshire	1·88 "	—
Lancashire	165·37 "	50·63 miles.
Yorkshire (W.R.)	1·82 "	1·62 "
Totals	<u>256·65</u> "	<u>79·22</u> "

Combined total, 335·87 miles.

Total length of proposed roads

Sub-division
of proposed
regional, etc.,
roads

The following is the list of proposed regional or main district roads sub-divided as affecting county and local authority areas within the Region :—

Number of road	Local authority area	New road		Road widening	
		Length in miles	Total	Length in miles	Total
CHESHIRE COUNTY.					
COUNTY BOROUGH AREA					
30	Stockport	0·43	1·91	0·71	2·11
33		0·56		—	
51		0·80		0·90	
55		0·12		0·50	
BOROUGH AREAS—					
—	Dukinfield	—	—	—	—
28	Hyde	1·50	2·75	0·76	0·98
35		1·25		—	
36		—		0·22	
39	Macclesfield	5·54	5·54	0·11	0·11
27	Stalybridge... ..	0·25	0·25	—	—
URBAN AREAS—					
—	Alderley Edge	—	—	—	—
47	Altrincham... ..	0·51	1·40	0·25	0·25
48		0·89		—	
37	Ashton-upon-Mersey... ..	2·01	2·83	—	—
48		0·82		—	
38	Bollington	0·37	0·37	0·37	0·37
—	Bowdon	—	—	—	—
31	Bredbury and Romiley ...	1·22	2·92	1·25	3·20
34		0·75		0·60	
35		0·37		0·43	
36		0·58		0·92	
29	Cheadle and Gatley... ..	2·19	6·37	0·28	1·50
30		2·15		0·67	
37		0·57		0·55	
42		1·46		—	
—	Compstall	—	—	—	—
—	Hale	—	—	—	—

Number of road	Local authority area	New road		Road widening		Sub-division of proposed regional, etc., roads
		Length in miles	Total	Length in miles	Total	
CHESHIRE COUNTY.						
URBAN AREAS—continued						
37	Handforth	—	2·70	0·51	—	0·51
40		2·70		—		
29	Hazel Grove and Bramhall	3·32	8·04	—	1·12	1·20
31		1·60		0·08		
32		1·32		—		
33		1·80		—		
—	Hollingworth	—	—	—	—	—
43	Knutsford	0·51	1·26	—	1·24	1·24
44		—		1·24		
45		0·75		—		
8	Lymm... ..	0·74	0·74	—	—	—
33	Marple... ..	0·38	0·38	0·48	0·48	0·48
—	Mottram-in-Longdendale...	—	—	—	—	—
37	Sale	0·50	2·24	—	—	—
50		1·74		—		
37	Wilmslow	—	1·55	1·28	0·10	2·42
41		1·15		1·04		
44		0·40		—		
—	Yeardsley-cum-Whaley ...	—	—	—	—	—
RURAL AREAS—						
8	Bucklow	2·70	37·99	1·64	0·28	8·93
29		6·42		3·87		
37		4·86		0·19		
40		0·25		—		
43		9·82		1·16		
44		3·19		0·28		
45		2·17		—		
46		2·92		—		
47		2·53		1·30		
48		1·81		—		
49		0·14		0·49		
50		1·18		—		
—	Disley	—	—	—	—	—
37	Macclesfield	0·57	6·48	1·81	0·38	3·67
38		0·67		—		
39		2·68		0·98		
40		1·00		0·50		
40A		1·56		—		
57	Runcorn	0·97	0·97	—	—	—
28	Tintwistle	0·89	0·89	—	—	—

Sub-division of proposed regional, etc., roads	Number of road	Local authority area	New road		Road widening	
			Length in miles	Total	Length in miles	Total
		DERBYSHIRE COUNTY.				
		BOROUGH AREAS—				
	—	Buxton	—	—	—	—
	—	Glossop	—	—	—	—
		URBAN AREA—				
	—	New Mills	—	—	—	—
		RURAL AREAS—				
	65	Chapel-en-le-Frith	1·88	1·88	—	—
	—	Glossop Dale	—	—	—	—
	—	Hayfield	—	—	—	—
		LANCASHIRE COUNTY.				
		COUNTY BOROUGH AREAS—				
	7	Bolton... ..	0·95	8·15	0·42	2·05
	9		1·97		0·61	
	10		—		0·68	
N. to S.	10		0·56		—	
E. to W.	12		1·73		—	
	15		1·80		0·34	
	17		1·14		—	
	11		—		—	
	12	Bury	0·55	7·40	0·21	1·21
	16		—		1·00	
	18		5·85		—	
			1·00		—	
	42	Manchester... ..	0·57	4·42	—	0·43
	43		0·57		0·13	
	51		0·65		0·30	
	55		1·67		—	
	61		0·96		—	
	11		—		0·40	
	23		1·00		1·08	
	24		1·14		0·82	
	25	Oldham	0·11	2·89	0·40	2·70
	26		0·64		—	
	1 and 2		1·80		0·88	
	3		1·10		—	
	20	Rochdale	1·45	5·87	0·75	1·63
	22		0·46		—	
	59		1·06		—	
			—		—	

Number of road	Local authority area	New road		Road widening		Sub-division of proposed regional, etc., roads
		Length in miles	Total	Length in miles	Total	
	LANCASHIRE COUNTY. COUNTY BOROUGH AREAS—continued.					
59 60	Salford	0·73 —	} 0·73	0·76 1·23	} 1·99	
57	Warrington... ..	0·65		—		—
	BOROUGH AREAS—					
26 27	Ashton-under-Lyne	0·11 —	} 0·11	— 0·15	} 0·15	
64	Bacup	0·95		1·14		1·14
54	Chorley	1·60	1·60	0·75	0·75	
—	Eccles	—	—	—	—	
—	Haslingden... ..	—	—	—	—	
1 and 2 3 11 16 18	Heywood	1·41 0·41 0·87 0·68 1·62	} 4·99	— — — — —	} —	
1 and 2 8	Leigh	0·93 0·70		— 1·89		1·89
11	Middleton	2·10		—		—
—	Mossley	—		—		—
—	Rawtenstall	—		—		—
	URBAN AREAS—					
1 and 2 56	Abram... ..	2·20 1·71	} 3·91	— —	} —	
63	Adlington	1·65		—		—
1 and 2 5	Ashton-in-Makerfield... ..	3·73 2·55	} 6·28	0·17 0·53	} 0·70	
—	Aspull... ..	—		—		—
1 and 2 7 8	Atherton	1·95 — 1·54	} 3·49	— 0·95 0·19	} 1·14	
27 55	Audenshaw... ..	0·35 —		0·35		1·45 1·30	2·75
1 and 2 4	Billinge	1·31 1·71	} 3·02	— 1·70	} 1·70	

Sub-division of proposed regional, etc., roads	Number of road	Local authority area	New road		Road widening			
			Length in miles	Total	Length in miles	Total		
		LANCASHIRE COUNTY.						
		URBAN AREAS—continued						
	62	Blackrod	1'98	1'98	—	—		
	11 11A	Chadderton... ..	1'37 0'81	2'18	0'25 —	0'25		
	23	Crompton	—		2'39		2'39	
	27 28 31 36 55	Denton	0'70 1'26 1'00 0'08 0'70	3'74	0'25 — 0'60 1'09 —	1'94		
	27	Droylsden	0'42		0'42		—	—
	—	Failsworth	—		—		—	—
	10 N. to S. 10 E. to W.	Farnworth	0'33 0'70		1'03		0'64 —	0'64
	56	Golborne	0'76				0'76	
	5	Haydock	1'00	1'00	0'49	0'49		
	1 and 2 6 56	Hindley	0'68 1'64 0'47	2'79	— 0'48 0'49	0'97		
	7	Horwich	0'38		0'38		—	—
	24 27	Hurst	— 0'32	0'32	0'53 0'25	0'78		
	—	Ince-in-Makerfield	—		—		—	—
	9	Irlam	0'08	0'08	1'98	1'98		
	10 E. to W.	Kearsley	0'52	0'52	—	—		
	—	Lees	—	—	—	—		
	21 58	Littleborough	1'92 0'69	2'61	0'15 —	0'15		
	1 and 2 9 10 N. to S. 10 E. to W.	Little Hulton	0'23 0'19 0'68 0'60		1'70		— — 0'82 0'50	1'32
	17	Little Lever	0'90	0'90		—	—	

Number of road	Local authority area	New road		Road widening		Sub-division of proposed regional, etc., roads
		Length in miles	Total	Length in miles	Total	
	LANCASHIRE COUNTY.					
	URBAN AREAS—continued					
1 and 2	Milnrow	1·81	4·43	—	0·40	
21		1·80		0·02		
22		0·82		—		
23		—		0·38		
5	Newton-in-Makerfield ...	2·01	2·01	—	—	
—	Norden	—	—	—	—	
60	Prestwich	1·30	1·30	—	—	
11	Radcliffe	1·56	6·84	—	0·09	
12		0·38		—		
14		0·30		—		
16		0·23		—		
17		4·37		0·09		
—	Ramsbottom	—	—	—	—	
11A	Royton	0·78	2·02	—	0·34	
23		1·24		0·34		
50	Stretford	0·80	1·05	1·33	1·95	
51		0·25		0·62		
1 and 2	Swinton and Pendlebury...	0·70	1·33	—	—	
50		0·63		—		
—	Tottington	—	—	—	—	
13	Turton... ..	4·12	6·70	1·52	2·26	
14		2·58		0·74		
1 and 2	Tyldesley-with-Shakerley....	2·39	3·55	—	1·16	
9		1·16		0·38		
10		—		0·78		
N. to S.						
37	Urmston	0·19	0·19	0·57	0·57	
58	Wardle	2·08	3·01	—	—	
59		0·93		—		
7	Westhoughton	1·33	1·61	0·95	0·95	
8		0·28		—		
1 and 2	Whitefield	1·05	2·88	0·69	0·69	
17		1·07		—		
18		0·76		—		
58	Whitworth	1·00	3·84	—	0·19	
59		2·84		0·19		
1 and 2	Worsley	2·67	5·38	0·81	0·81	
49		2·71		—		

Sub-division of proposed regional, etc., roads	Number of road	Local authority area	New road.		Road widening.	
			Length in miles	Total	Length in miles	Total
		LANCASHIRE COUNTY.				
		RURAL AREAS—				
	1 and 2	Barton-upon-Irwell	0·78	5·07	—	1·09
	37		0·96		0·57	
	49		2·37		0·52	
	50		0·96		—	
	1 and 2	Bury	3·52	11·60	0·07	2·26
	11		3·01		—	
	12		0·41		0·67	
	14		0·98		0·19	
	16		0·70		0·19	
	18		2·18		0·67	
	60		0·80		0·47	
	54	Chorley	0·30	0·30	—	—
	8	Leigh	2·00	5·94	0·87	2·57
	9		2·72		1·70	
	57		1·22		—	
	24	Limehurst	0·38	5·40	1·14	3·51
	25		2·60		0·95	
	26		1·72		—	
	27		0·70		1·42	
	5	Warrington... ..	0·24	10·32	—	0·65
	8		1·58		0·65	
	52		6·93		—	
	57		1·57		—	
		YORKSHIRE COUNTY.				
		URBAN AREAS—				
	—	Saddleworth	—	—	—	—
	23	Springhead... ..	1·12	1·82	1·62	1·62
	25		0·70		—	

Road
improvements
not enumerated

Where a local authority is not indicated in the foregoing lists as being affected by a road proposal it should not be assumed that such an authority will not be required to make any provision in a statutory town planning scheme as affecting roads in its particular district. In the area of each local authority road widenings and alignment not forming part of the projects enumerated will be necessary on almost all first and second-class roads as classified by the Ministry of Transport, and also on many district roads.

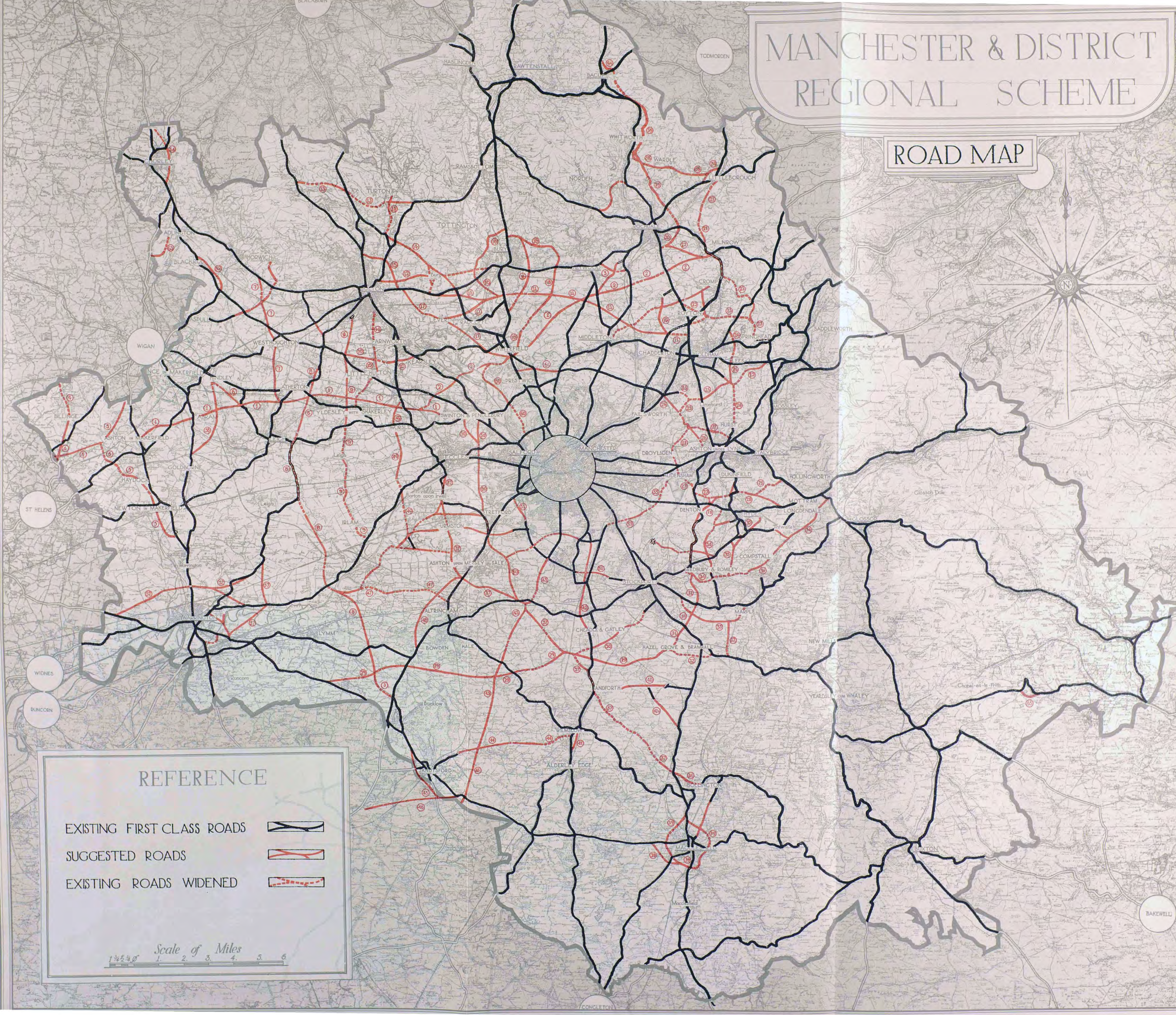
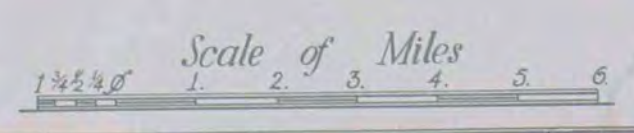
MANCHESTER & DISTRICT REGIONAL SCHEME

ROAD MAP



REFERENCE

- EXISTING FIRST CLASS ROADS
- SUGGESTED ROADS
- EXISTING ROADS WIDENED



must be paid to their use by passenger public service vehicles, and sufficient width secured to enable such vehicles to operate without unduly restricting the available road space.

Services for
development of
new areas

The establishment of new areas of development, either for residential or industrial purposes, primarily require efficient passenger transportation, and it must be recognised that development of such new areas will in a large measure depend upon such facilities being made available.

RAILWAYS AND CANALS.

The maps facing this page and page 66 indicate in skeleton form the principal railways and canals within the Region.

Railways

As will be observed, the Region is well served by railways, and few new lines will be needed to meet suggested future development.

The next need as affecting the rail service of the Region is the electrifying of suburban lines for passenger transport.

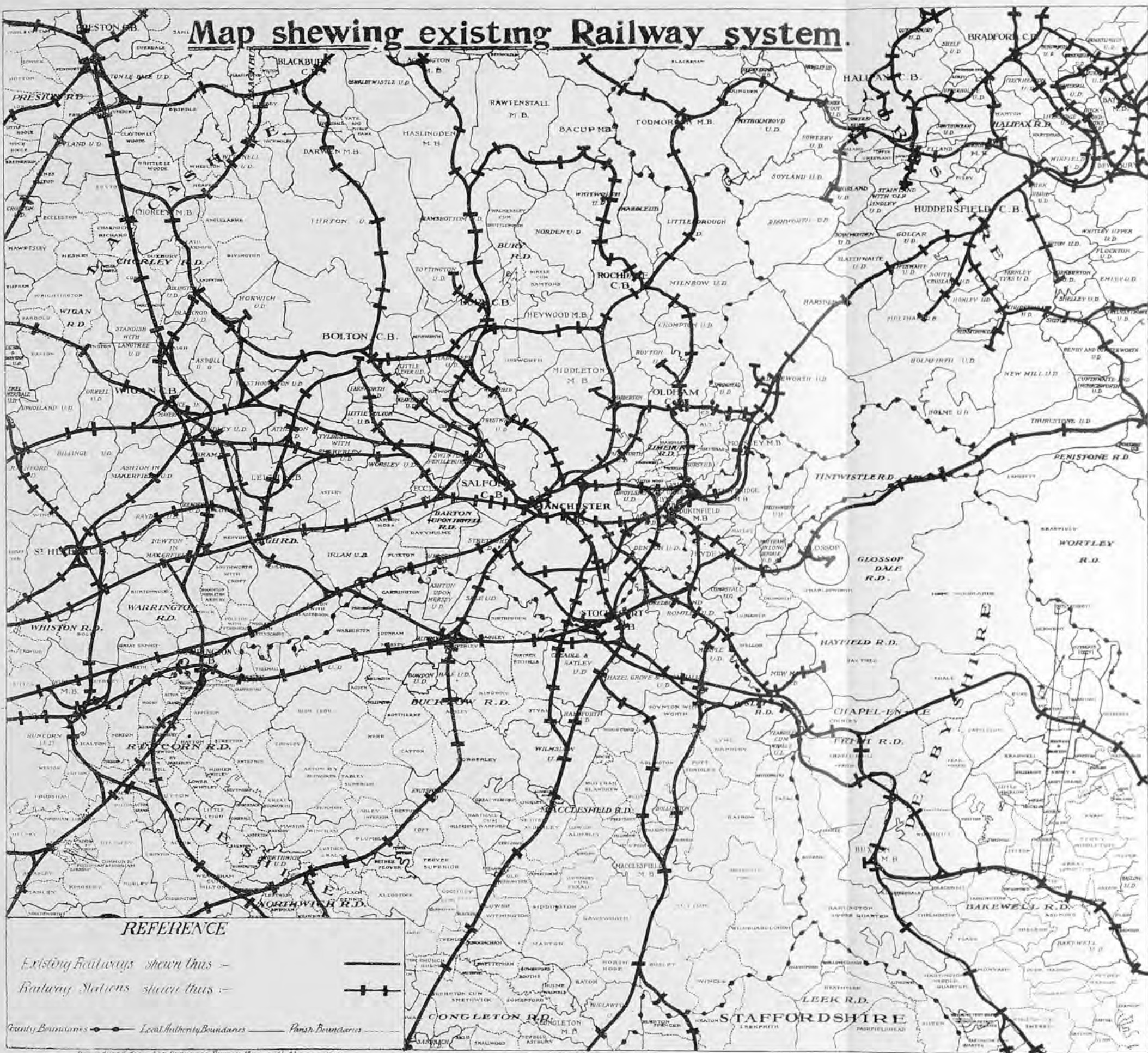
Conferences with chief officials of the principal railway companies operating in the Region have been held, and support has been promised in the carrying out of various proposals under the regional scheme. The questions of electrifying various suburban lines and the provision of new halts or stations have been discussed, and the railway companies have several projects in view.

Canals

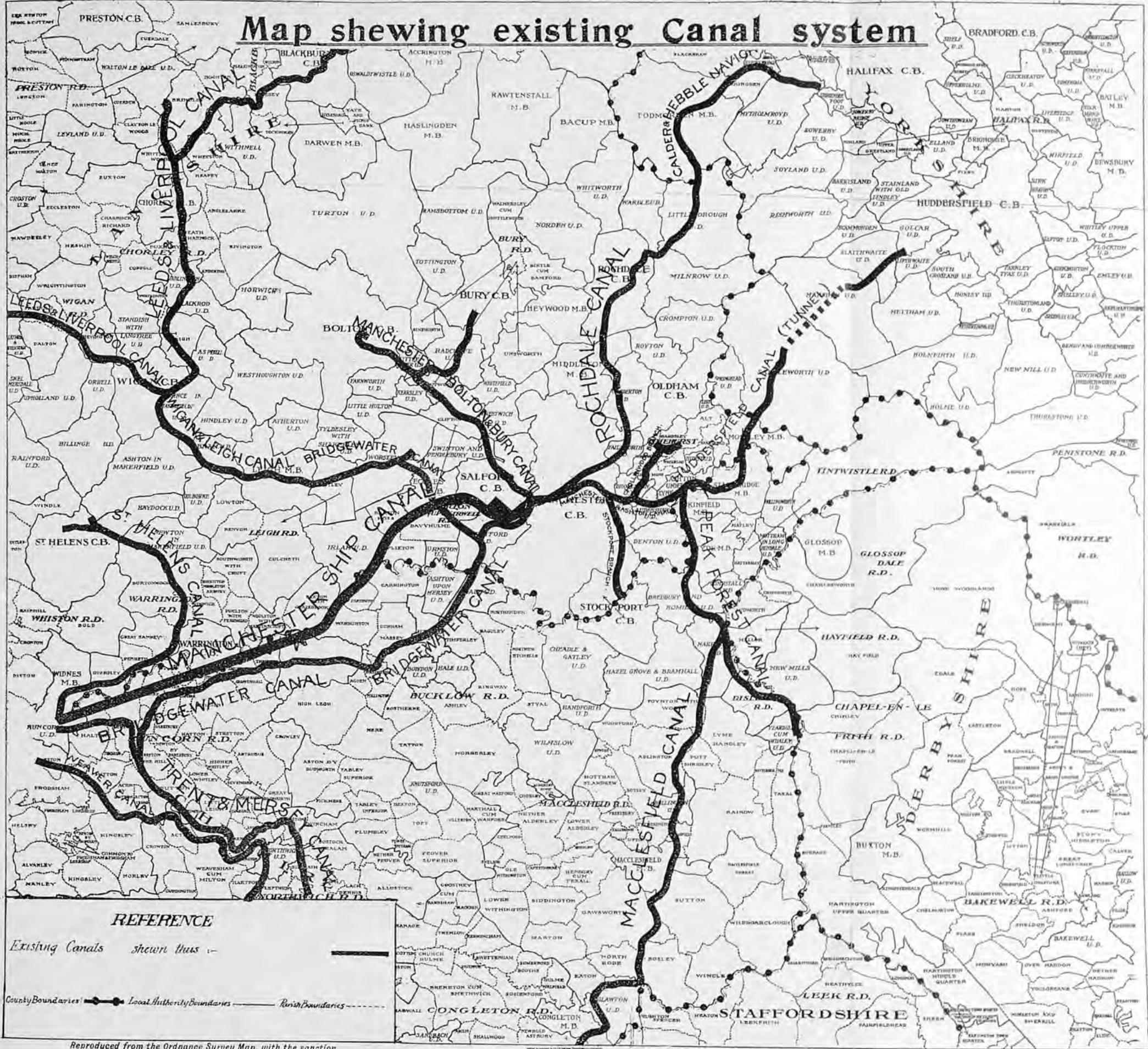
Respecting canals; it is evident that full use is not made by traders of the facilities for water carriage of goods. In addition to rail and road facilities, direct ocean connection via the Manchester Ship Canal is obtained within the Region through the following barge canals:—

Bridgewater	Leeds and Liverpool
Bolton and Bury	Rochdale
Ashton	Huddersfield
Stockport	Macclesfield
Calder and Hebble	Peak Forest
St. Helens	Wigan and Leigh

Map shewing existing Railway system.



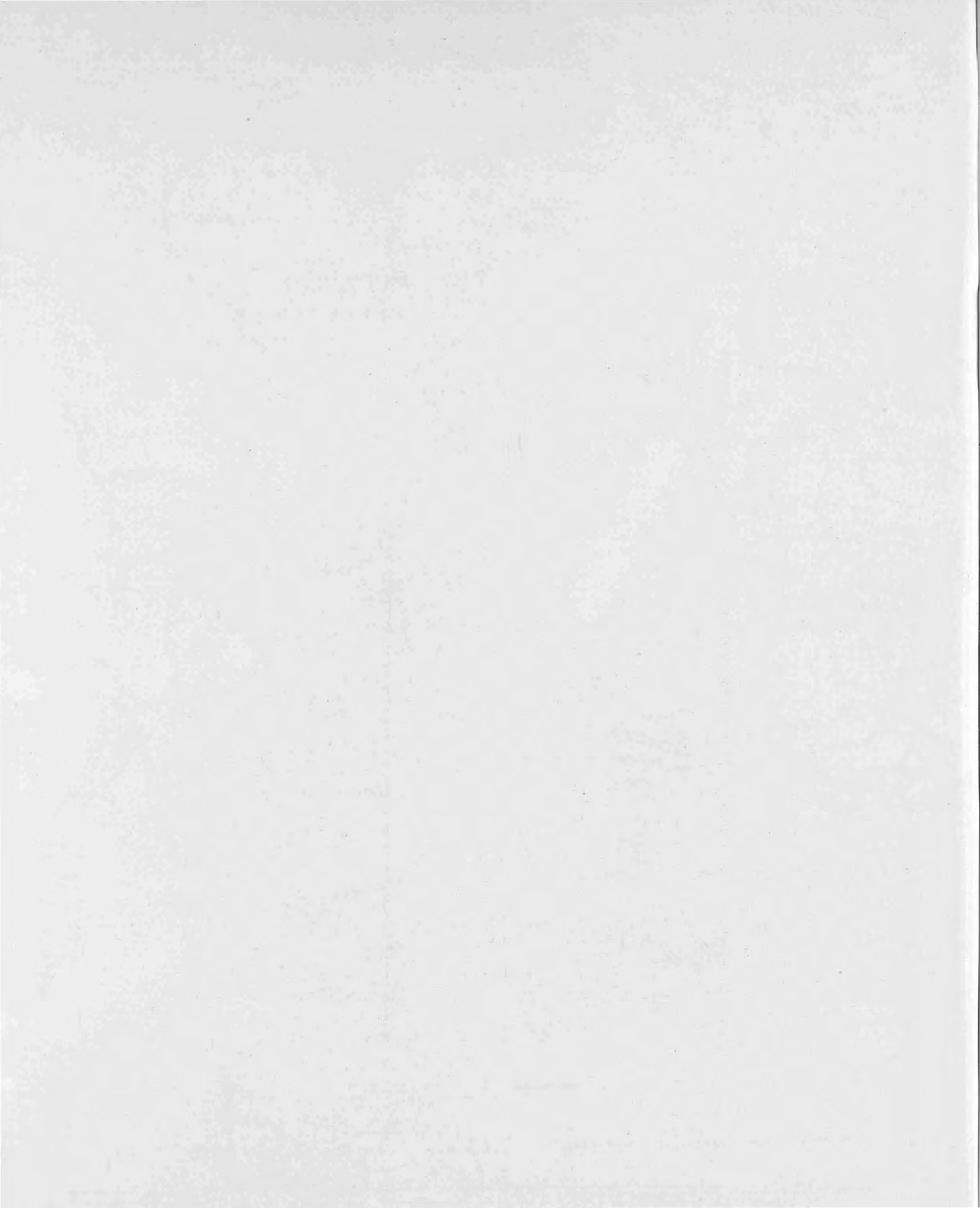
Map shewing existing Canal system



REFERENCE

Existing Canals shown thus :-

County Boundaries ——— Local Authority Boundaries ——— Parish Boundaries



POPULATION AND TRAFFIC MOVEMENT.

The following approximate figures of population are interesting as illustrating the necessity for all means of transport being used and effectively operated if the requirements of the Region are to be satisfied, industrially and otherwise :—

Statistics of
population

Resident within a radius from the centre of Manchester of—

10 miles are 2,050,000 persons.

15 „ „ 3,000,000 „

25 „ „ 4,500,000 „

50 „ „ 10,500,000 „

The total population of England and Wales (1921 census) was 37,886,699.



Manchester Ship Canal Company.

GENERAL AIR VIEW OF MANCHESTER SHIP CANAL AND DOCKS AT SALFORD.

Traffic flow
throughout
Region

In ratio to area it should be noted that the Region forms the centre of the most densely-populated portion of England, and, as such, the traffic flow is comparatively heavy throughout. On this basis, having regard to the geographical situation of the Region in relation to the Port of Manchester and the seaboard, it is probable that through the Region passes a larger tonnage of goods, raw materials, foodstuffs, and manufactured or semi-manufactured articles, than through any other area of similar size in Great Britain.



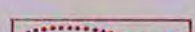
Manchester Ship Canal Company.

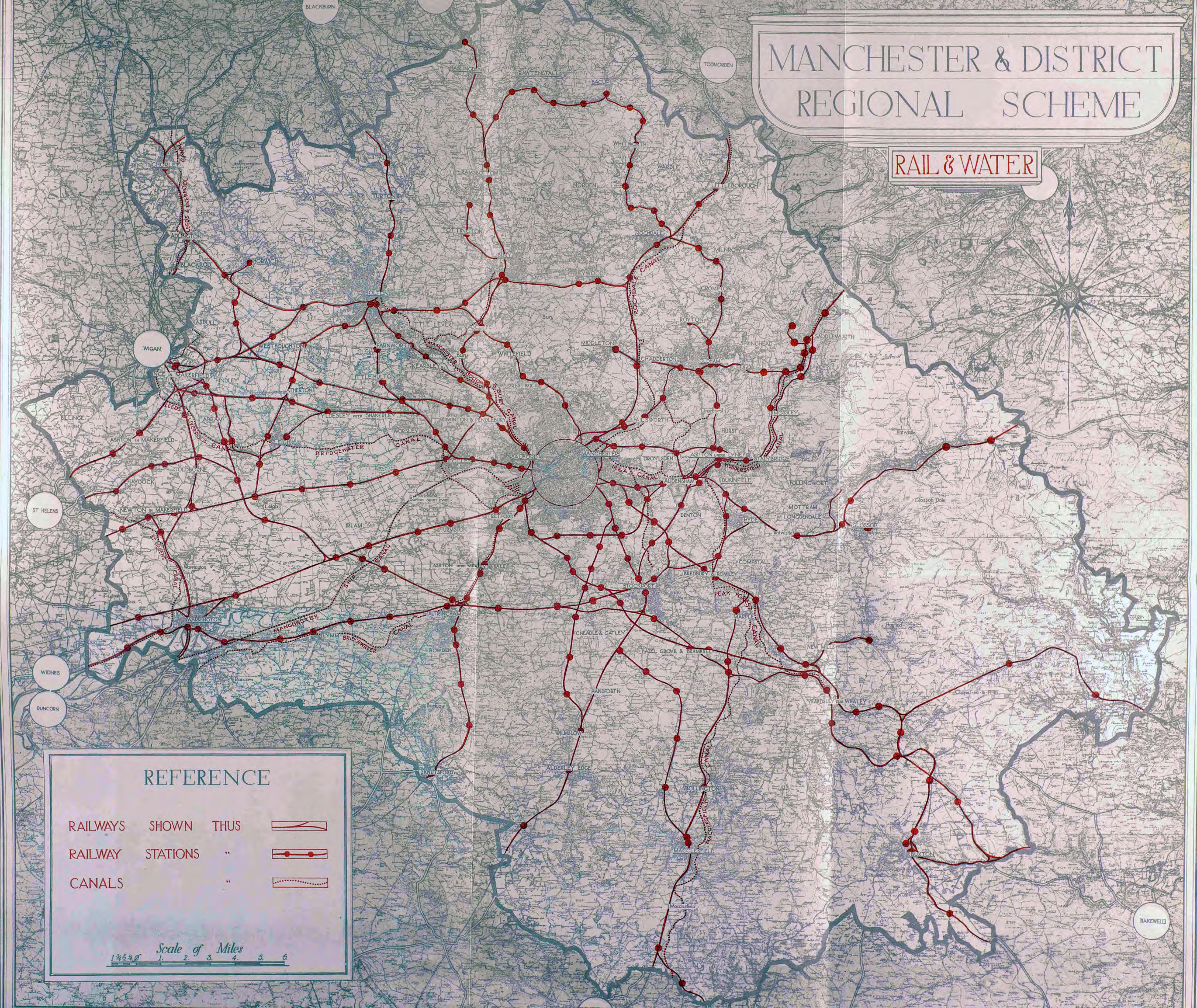
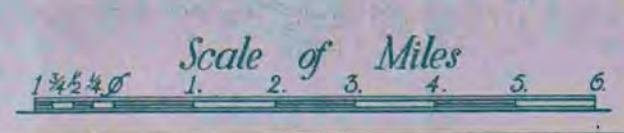
SHIPPING IN NO. 9 DOCK, MANCHESTER SHIP CANAL.

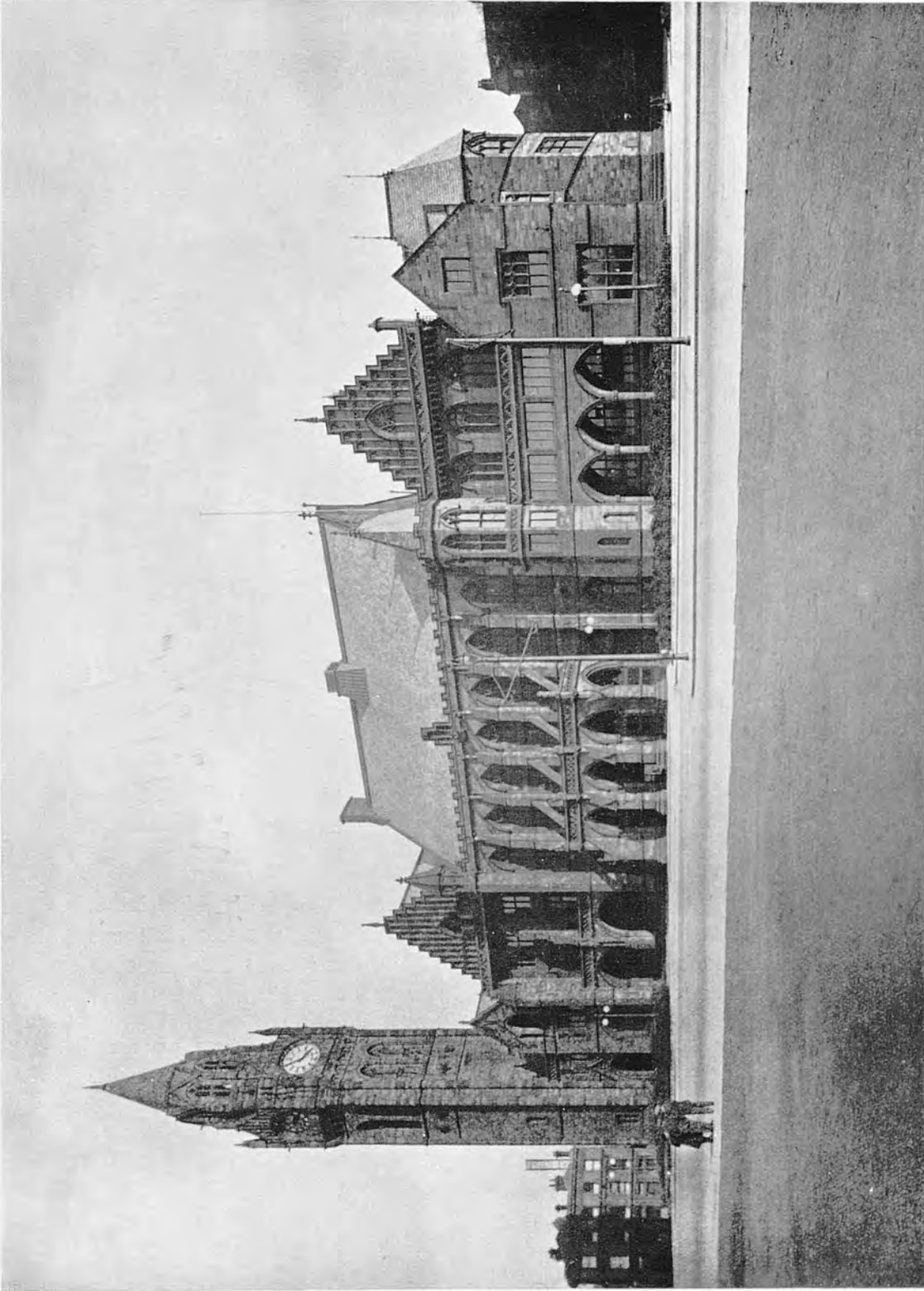
MANCHESTER & DISTRICT REGIONAL SCHEME

RAIL & WATER

REFERENCE

RAILWAYS	SHOWN	THUS	
RAILWAY	STATIONS	"	
CANALS	"	"	





THE TOWN HALL, ROCHDALE.

Carter, Rochdale.

Part IV.—ZONING.

GENERAL NOTES.

Zoning : its
meaning

The term "Zoning," as applied to Town Planning, is generally understood to mean the allocation of areas to the uses for which they are best suited, and the distribution of those areas in such a way that they will bear proper relationship with one another.

The principal uses are—Business, Industrial, Residential, and Recreational.

Zoning, in a broad sense, also has reference to such matters as density of buildings, space about buildings, and heights of buildings, provisions regarding the regulation of which must be inserted in every town planning scheme.

General
considerations

In the preparation of a regional scheme it is necessary that a very broad view of zoning should be taken : not only must consideration be given to the allocation of areas around existing towns for various purposes, but also to the predominant character of a town or district as a whole. It is neither essential or desirable that every town should be semi-industrial and residential, although in many cases it may be unavoidable. It is generally more economical to group industries around suitable centres, and preserve other towns or districts primarily for residential purposes.

It is also important that all zoning should be considered in relation to communications, open spaces, and other matters, and all towns and districts throughout the Region co-ordinated, so that the most harmonious development possible may be obtained.

Advantages of
zoning

In the matter of zoning, as with all other aspects of town planning, it should be recognised that there is no intention to ignore the rights of owners, to inflict hardships, or to make any provisions which will cause depreciation of property values ; on the contrary, under a scientific system of zoning, land and property values will be largely stabilised, and the result will be to the mutual advantage of all concerned.

Under a system of zoning property owners are afforded protection against many injuries in respect of which they have no remedy at present. For example, a desirable residential area may be spoilt, and its value depreciated, by the establishment therein of a factory, or some undesirable buildings, whereas under a system of zoning this would not be permitted.

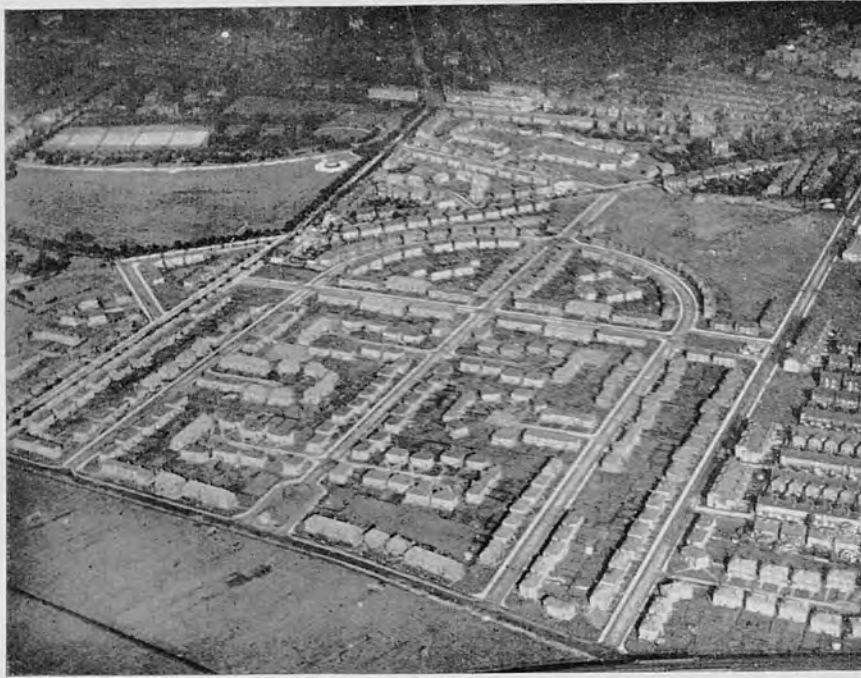


Imperial Aerial Photo Co.

TYPICAL EXAMPLE OF UNCONTROLLED BUILDING DENSITY AND LAY-OUT,
MANCHESTER.

Protection would in a similar way be afforded to a commercial or industrial area; it would not be permissible for land in such an area to be used for any purpose which would be detrimental to the businesses or undertakings established therein, or occupied to the detriment of industrial expansion.

Generally, the principle is that land should be put to the most convenient uses having regard to the requirements of the district as a whole.



Imperial Aerial Photo Co.

TYPICAL EXAMPLE OF CONTROLLED BUILDING DENSITY AND LAY-OUT,
MANCHESTER.

Compensation
and betterment

In the preparation of a town planning scheme there may arise questions of compensation owing to some restrictions as to the use of land and other matters, but the question of betterment, *i.e.*, the increased value of land due to the making of a town planning scheme, must also be taken into consideration, and the general opinion is held that by setting one claim against the other betterment assists in balancing any claim for compensation. For example, a local authority might reasonably establish a claim for betterment by the provision of a public open space, the permanent amenities so provided materially improving the value of the adjacent lands. It should, however, be noted that claims for compensation cannot be sustained in relation to provisions contained in a statutory town planning scheme approved by the Minister of Health, regulating the space about buildings, or of their height, or character, or limiting the number of buildings to be erected on a given area, or provisions which might have been contained in bye-laws, or are similar to provisions in respect of which no compensation is payable under a general or local Act of Parliament.

Zoning generally must be exercised with care, and every interest fully considered in the framing of regulations.

The rebuilding of towns is constantly taking place, and unless town plans are prepared in conjunction with town planning schemes a repetition may occur of many of the evils which town planning is designed to remedy or prevent. Such town plans for developed areas would provide for new streets and the improvement of existing ones; prescription of new building lines; open spaces; the siting of civic centres where such do not already exist; restrictions as to heights of and space about buildings; zoning and other matters which may be necessary to bring any particular part or parts of the towns into proper relationship and general convenience, or into architectural setting and harmony, and for the improvement of the towns generally.

Planning of
built-up areas



PROPOSED ART CENTRE, MANCHESTER. *Manchester Corporation.*

At the present time the Town Planning Act, 1925, does not apply to the regulation of built-up areas as such, and any town plans for developed areas can only be prepared by agreement with the persons interested, or under a special Act of Parliament. Nevertheless, unless such town plans are prepared, any town planning schemes for the adjacent undeveloped lands must be prepared in isolation, and no co-ordinate linking up with the main structure can result.



PROPOSED CIVIC CENTRE, BOLTON.

Bolton Corporation.

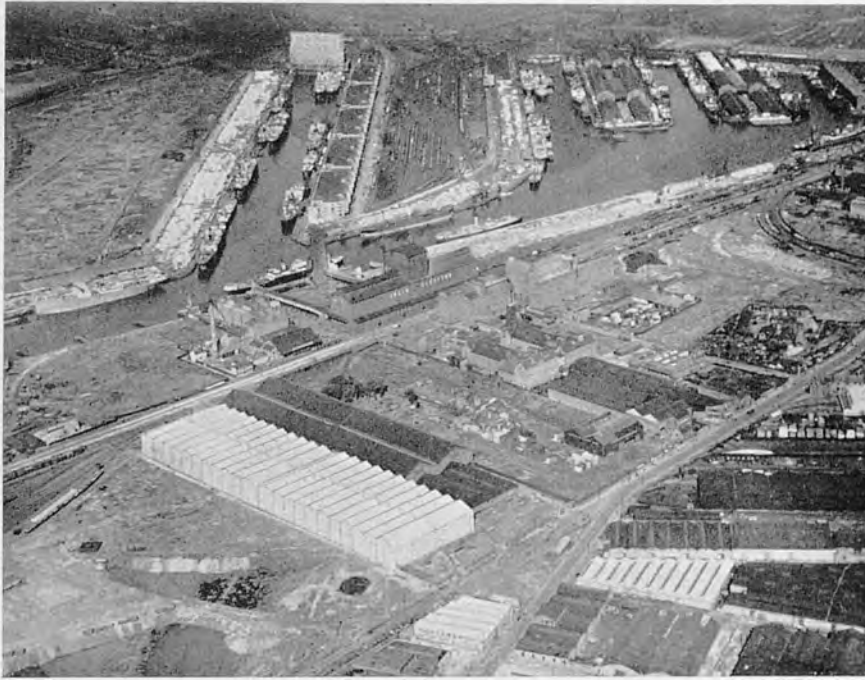
Treatment of
partially-
developed
areas

In many instances, in dealing with semi-developed areas, it will be found that a change of user of land becomes desirable. Such may occur in respect of a partially-built up residential area, the further development of which as such has ceased owing to the development of adjacent lands for industrial purposes. Such an area, although its use is at present residential, may with advantage be included in the industrial area where it is apparent that such should be the proper form of future development. It would only be suggested that such an area should cease to be residential as and when redevelopment takes place or the expansion of the industrial undertakings warrant the change of user.

Economy in
concentration of
development

A concentrated form of development, whether industrial, residential, or business, is, generally speaking, preferable to a straggling growth, and much more desirable as regards economy and convenience.

Where industrial undertakings are grouped together economies can be effected in the provision of railway sidings, industrial roads, power supply, and so forth. An excellent illustration of this may be found in the development of the Trafford Park Estates, Stretford, Manchester. Some industries, however, rely upon special natural resources, and in such cases grouping to any extent may not be practicable.

*Imperial Aerial Photo Co.*

INDUSTRIAL DEVELOPMENT, TRAFFORD PARK, STRETFORD.

Among the advantages contingent to distinct forms of development, whether for industrial or residential purposes, may be mentioned the following :—

Advantages of
distinct forms of
development

Economy of services; economy in transport and other facilities for industrial undertakings; clearer atmosphere and more pleasant surroundings in residential areas; provision of easily accessible and favourably situated educational and recreational facilities; establishment of civic and business centres; better provision for the mental recreation or relaxation of the people in the form of libraries, theatres, concert halls, etc.

There exist in the Region several towns and villages possessing much civic life and activity, and which would form excellent nuclei for desirable residential development, particularly as some of these are already provided with railway facilities, and easy approaches to main roads. Some of the villages, especially in the south and south-east of the Region, are very charming, and it is most desirable that their character should be retained, and not spoilt by the development which might take place.

Nuclei
of residential
development

Attention to
surface geology

In selecting zones, attention should be paid to surface geology, so that valuable mineral deposits, or specially fertile land may be left free for working, healthy subsoils allotted for residential purposes, and suitable ground for heavy industries.

Review of
existing
conditions

From the foregoing remarks it will be appreciated that any consideration of zoning the Region for the purpose of regulating future development and guiding such development on practical lines, requires a very full review of existing conditions.

A serious difficulty in the zoning of the Region also arises from the configuration of the land.

Physical

The Region, excluding a portion on the south-east side, may be compared to an incomplete saucerlike formation with a high, continuous edge, except where broken by valleys, running roughly round two-thirds of the outside of the Region, from a point north north-west and thence east and south-east to a point south-east, the remaining edge of the formation on the west, south-west, and south being broken by the general fall of the land to the valley of the River Mersey.

Considerable portions of the north, east, and south-east part of the Region are extremely hilly, in many instances with an altitude over 1,000 feet, and the abrupt contours entirely prohibit any attempt at zoning for building purposes. As already indicated, large tracts of this land are already natural reserves in the nature of rough moorland, and serve as gathering-grounds for the water supplies of statutory undertakers, and as such they are necessarily not available for development.

This incomplete saucerlike formation causes the flow of all streams and watercourses into one main river, *i.e.*, the Mersey. The outline map facing page 76 indicates the drainage area of the River Mersey and its tributaries from and above a point at Warrington.

An additional feature of the Region is the extended finger-like formation of numerous ridges of higher land, particularly in the north, which permits zoning to be attempted only in the contiguous valleys.

On the other hand, in the centre, the west, the south-west, and the south portions of the Region opposite characteristics are presented in the nature of comparatively flat land with certain undulations. Much of the south and south-west portions of the Region are situate on or in proximity to the great Cheshire Plain, and few difficulties are likely to be encountered in determining the location of the land most suitable for effective zoning.

Certain areas, of relatively small extent, in proximity to rivers and watercourses are liable to periodical flooding, and will therefore have to be excluded from any considerations of immediate development for building purposes; in fact, such areas might be reserved as open belts of country at nominal outlay.

The centre of the Region, and the area immediately adjacent thereto, is already highly developed, and, apart from social and recreative facilities, accommodates very many industrial and commercial activities. This highly developed state of affairs can be best emphasised by the fact that the day population of Manchester and Salford alone is estimated at upwards of 1,350,000 persons. Industrial

The portion of the Region lying to the north-west, north, and east of the central area is also developed, but in a lesser degree than the central area, for industrial and commercial purposes. Many comparatively large towns are situate in this portion of the Region.

The manufacture of textiles (including woollens), and related industries form the principal industries of the towns in the north and east of the Region, whilst coal mining is one of the principal industries of the western area. The south and south-west area is mainly agricultural, with some fairly large, but scattered, residential towns and villages.

It has been stated, with some authority, that the Region, taken as a whole, constitutes the most highly developed commercial and industrialised area of its size in the world. The four principal industries and occupations carried on in the Region, in order of, and in relation to, the number of persons employed, are :—

Textiles	358,610 persons employed
Metals	151,180 ..
Commerce and Finance	130,040 ..
Transport	103,640 ..

Character
zoning on broad
basis only.
Primary
considerations

In dealing with the character zoning of the Region the Committee has therefore not attempted, at this stage, to go beyond the treatment of the subject other than on a very broad basis.

It is clearly of great importance to the welfare of the inhabitants of the Region that some large tracts of land should be kept free from buildings, and reserved for the raising of foodstuffs for the vast population resident within the Region; for recreative purposes; or as spaces where rural surroundings are obtainable at accessible distances from the large towns.

Fully realising from the outset that a great portion of the Region is an industrial one, primary consideration has been given to future development for industrial purposes, and to securing economic, convenient, and proper co-relation of the industrial areas with those for commercial, residential, recreational, or other purposes.

Particular endeavour has been directed towards proposals for the concentration of future development round centres already established or proposed, and a prevention of the various centres becoming merged, thus creating huge agglomerations of bricks and mortar.

Although the Committee's proposals are in outline only, and in the main indicate the future development of undeveloped areas, every effort has been centred on the allocation of such areas for specific purposes, and all local authorities are urged to proceed without delay with the preparation of schemes of zoning based upon the proposals indicated on the large scale map accompanying this report.

Detailed zoning as affecting towns and districts which have already assumed commercial and industrial aspects, and where residential and industrial areas are co-mingled, is essentially a question for each local authority, and must be dealt with by the preparation of detailed schemes of re-development, either individually or in conjunction with the suggested statutory schemes for decentralised areas.

In applying zoning regulations to industrial areas, efforts should be made to reduce the possibility of nuisances arising from the emission of smoke, and, as far as possible, for industries to be carried on without creating unpleasant conditions. The use of electricity and other non-offensive forms of heating, lighting, and power should be encouraged and required wherever possible.

Map Shewing Drainage Areas.

Legend:

- River Drainage Areas (solid line)
- County Boundaries (dashed line)
- Parish Boundaries (dotted line)

The map displays the following drainage areas and administrative boundaries:

- Drainage Areas:** Mersey, Irwell, Roch, Croal, Irk, Adcock, Tame, Etherow, Goyt, Bollin, Macclesfield, and Leek.
- Administrative Boundaries:** Lancashire, Cheshire, Derbyshire, and Staffordshire.
- Towns and Districts:** Preston, Bolton, Wigan, Chorley, Rochdale, Oldham, Manchester, Salford, Stockport, Bury, Tameside, Trafford, and Macclesfield.

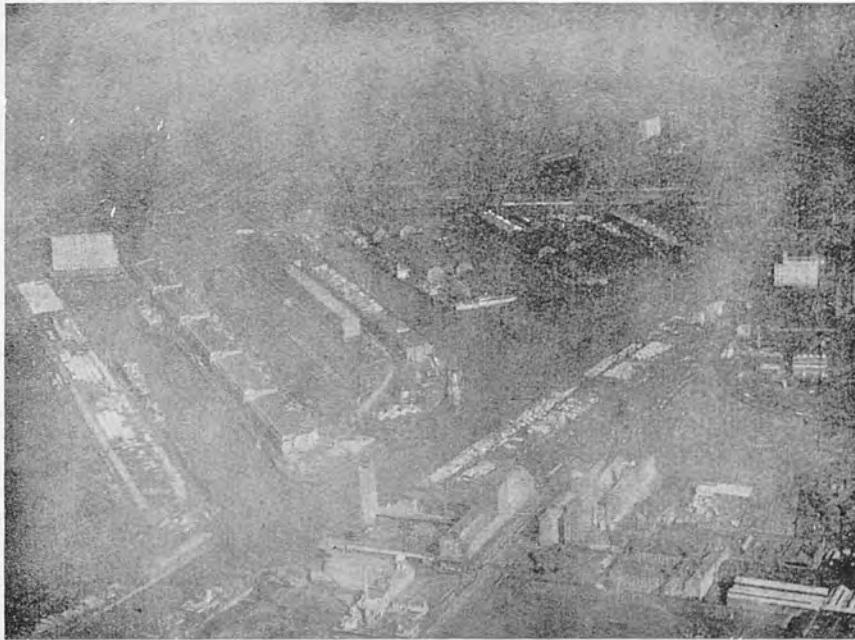
Reproduced from the Ordnance Survey Map, with the sanction of the Controller of H.M. Stationery Office.

THE SMOKE NUISANCE. CONTRIBUTORY CAUSES.



DOMESTIC.

Longman's, Green & Co., London.



INDUSTRIAL.

Aircraft Manufacturing Co. Ltd., Hendon.

Adoption of
standard table
of character
zones

In any detailed zoning of an area, whether controlling the development of an undeveloped area or the re-development of a built-up area, the Committee considers it desirable, wherever possible, to adopt a standard table of character zones which might become applicable throughout the Region.

Accordingly the table of character zones on page 79 has been considered and approved by the Committee, and is recommended to all local authorities as a basis and guide.

TABLE OF CHARACTER ZONES.

<i>Zone</i>	<i>Buildings which may be erected without Council's consent*</i>	<i>Buildings which may only be erected with Council's consent</i>	<i>Buildings not to be erected</i>
I.—Residential Special.	Dwelling-house	Residential building Shop Place of assembly School Special building	Institution Business premises Industrial building Building for noxious industry
II.—Residential General.	Dwelling-house Residential building	Shop Place of assembly School Institution Business premises Industrial building Special building	Building for noxious industry
III.—Business	Shop Business premises Place of assembly	Dwelling-house Residential building School Institution Industrial building Special building	Building for noxious industry
IV.—Industrial Special..	Industrial building Business premises	Dwelling-house Residential building Shop School Institution Place of assembly Special building	Building for noxious industry
V.—Industrial General .	Industrial building Shop Business premises	Residential building Place of assembly Building for noxious industry Special building	Dwelling-house School Institution
VI.—Undetermined ..	Dwelling-house Residential building	Shop Business premises Place of assembly School Institution Industrial building Building for noxious industry Special building	....
VII.—Agricultural . . .	Farm dwelling-house Farm buildings of all kinds	Dwelling-house Residential building Shop Business premises Place of assembly School Institution Factory or building necessary to the preparation for marketing purposes of agricultural or horticultural produce Special building	Industrial building Building for noxious industry

* In all cases the approval of plans by a local authority under local building bye-laws will be required.

Definition of
classes of
buildings

The definitions of the various classes of buildings set out in the preceding table of character zones are as follows :—

“ Dwelling-house ” means a house designed for use as a dwelling for a single family, together with such outbuildings as are ordinarily required to be used therewith.

“ Residential building ” means any building, other than a dwelling-house, designed for use for human habitation, together with such outbuildings as are ordinarily required to be used therewith, and includes a hotel and a residential club.

“ Shop ” means a building designed for the purpose of carrying on retail trade.

“ Industrial building ” means a building designed for use as a factory or workshop within the meaning of the Factory and Workshops Acts, 1901 and 1907, and includes a warehouse.

“ Building for noxious industry ” means an industrial building designed for the purpose of carrying on any industry mentioned in the schedule to the scheme. (NOTE.—Each scheme will contain a schedule of noxious industries.)

“ Business premises ” means a building designed for use as an office or for other business purposes, not being a shop or industrial building.

“ Place of assembly ” means a building designed for use as a town hall, theatre, concert room, lecture hall, place of public worship, or other place of public assembly, whether used for purposes of gain or not, and includes a non-residential club.

“ School ” means a building designed for use as a college or school.

“ Institution ” means a building designed for use as a hospital, workhouse, asylum, or other public or charitable institution, other than a place of assembly or a school.

“ Special building ” means a building designed for any use other than one of the uses for which the buildings hereinbefore defined are designed.

INDUSTRIAL OR COMMERCIAL.

The industrialisation of the Region has created immense transport difficulties which are increasing by reason of the rapid growth in the use of motor road vehicles. The road transport in the main is considered to be of regional origin, and the volume or amount of local or internal transport connected with the operation of the various industries established in the Region is not yet fully appreciated. The immediate need is for better facilities for local or internal communication by road, more particularly in connection with the various branches of the textile and engineering industries and transport undertakings.

Importance of
improved road
facilities



TRAFFIC CONGESTION CAUSED BY SLOW MOVING VEHICLES, MANCHESTER.

The traffic return taken under the direction of the Committee on the 22nd June, 1922, indicated that the area within a five miles radius of the centre of Manchester bears the heaviest proportion of the road traffic of the Region. According to this return, over 41,000 vehicles during a daylight period of 12 hours entered and left, on main roads

Traffic
congestion in
central area of
Region

Causes of
congestion

only, the area within a two miles radius of Saint Ann's Square, Manchester. This return was taken on a normal week-day and at a time of extreme depression in trade. It is estimated that a traffic return taken now would reveal a 30 to 40 per cent. increase on the figure quoted, and by reason of the rapid growth of road transport it is quite probable the increase will reach 100 per cent. by the year 1930. From this will be gathered some idea of the magnitude of the problem that has to be faced if facility of communication, upon which industrial and commercial prosperity largely depends, is to be maintained and improved—the improvement and widening of main roads and the provision of new ones, to cope with the increasing road traffic, must involve a large expenditure of public money, much of which will be wasted if not spent on a co-ordinated plan of works as indicated herein. A careful examination of the causes of traffic congestion reveals that the state of affairs in the central area is due partly to the haphazard siting of industrial and commercial premises and to a lack of circumfluent road facilities, and indicates that the localisation of industrial expansion in predetermined areas will assist local authorities in dealing with traffic movement and in economically improving road facilities. In the past the lack of control over the siting of industrial premises, and the growth of new residential areas, has necessitated, and still necessitates, local authorities expending large sums of public money in widening and improving innumerable streets, without effectively producing the facility of movement which is now so necessary.

Siting of
industrial areas

The Region in the main being an industrial one, the proposed industrial areas, as indicated on the large scale map, have been placed in conjunction with existing facilities of communication by road, rail, or water, or where the same can be provided, and the system of suggested arterial roads is linked up with the proposals.

Where public services already exist, or can be made available, has also been considered, together with the question of direct communication with main local centres, the Manchester Ship Canal, the coast, and towns outside the Region.

It is considered that ample area allowance has been made for industrial expansion for a considerable time to come, and the casual establishment of industrial plants throughout the Region, otherwise than in the areas indicated, should be discouraged.

It is most necessary that industrial development should be properly regulated and economic co-ordination between such areas and the residential areas secured.

RESIDENTIAL.

Proposals for controlling development on detailed lines and the fixing of densities otherwise than in a general way has not been attempted by the Committee, and the proposals indicated on the large scale map are in broad outline only.

Siting of
residential
areas

Large tracts of land within the Region are pre-eminently suitable for the creation of new residential districts. In indicating areas mainly for residential use an endeavour has been made to provide for a belt of open country to separate the proposed residential and industrial areas.

The linking up of the proposed residential areas with existing and proposed means of communication has also been carefully considered in formulating the suggestions for residential reservations.

As a guide, the Committee suggest housing density in urban areas should not be permitted to exceed an average of 12 houses to the gross acre, and in rural areas 8 houses to the gross acre. In the application of detailed zoning adjacent to town areas cases will arise probably where it will be necessary to increase the density indicated, but it is considered that in no case should a density be permitted exceeding 20 houses per gross acre.

Housing
density

PROGRESS OF HOUSING FROM THE YEAR 1820.



ERECTED ABOUT 1820.

Manchester Corporation.



ERECTED ABOUT 1845.

Manchester Corporation.



A BACK PASSAGE.

Manchester Corporation.



ERECTED ABOUT 1870.

Manchester Corporation.

PROGRESS OF HOUSING—*continued.*



ERECTED ABOUT 1895.

Manchester Corporation.



ERECTED ABOUT 1914.

Manchester Corporation.

PROGRESS OF HOUSING—*continued.*



ERECTED ABOUT 1922.

Manchester Corporation.



ERECTED ABOUT 1922.

Manchester Corporation.

RECREATIONAL.

Necessity for
provision of
open spaces

It is generally accepted to-day that the provision of open spaces is a necessity ; parks, recreation grounds, and playing-fields cannot be considered luxuries, but essentials. The health, contentment, and consequent working capacity of a community, very largely depends upon exercise and outdoor recreation, particularly in a large industrial area such as this, where by far the greater portion of workers are compelled to spend many hours a day in a close atmosphere ; and where there exists so many thickly-populated districts, the provision of means for outdoor recreation is of vital importance.

The needs of the people in respect of playgrounds for children, playing-fields for those wishing to take part in games, and parks and recreation grounds, where all can secure quiet and enjoyment amidst pleasant surroundings, is shown by the growing demand for such facilities.

Open spaces can therefore be classified as follows :—

- Large parks and reservations.
- Recreation grounds or smaller parks.
- Playing-fields or athletic grounds.
- Small playgrounds for children.

Particulars of
existing public
open spaces

There is in the Region approximately 5,000 acres of land publicly owned, and used for purposes of outdoor recreation. This land, contained in about 500 separate open spaces, may be classified as follows :—

	<i>Number</i>	<i>Total acres</i>
(1) Large parks and reservation of 50 acres and upwards in extent	17	1,900
(2) Recreation grounds or smaller parks over 5 acres	160	2,000
(3) Playing-fields or athletic grounds over 5 acres	50	550
(4) Small playgrounds for children	265	500

These open spaces appear to be fairly evenly distributed throughout the Region, whether taken as a whole or in particular groups of towns, and vary from $\frac{1}{2}$ acre to 171 acres in extent ; Heaton Park, Manchester, being an exception, and containing an area of 642 acres.

Ten local authorities in the Region have not provided any public open space, and whilst the areas of some of these local authorities may be situated within easy access of moorlands or other open country, it should be recognised that public open spaces or recreation grounds are very desirable, and should be secured by all local authorities.

The provision of small playgrounds for children does not appear to have received the attention necessary. Included under item (4) above there are only 98 playgrounds under 2 acres in extent, and provided by 54 local authorities.

With regard to separate playing-fields, whether or not attached to larger parks, these have only been provided by 33 local authorities.

Taking the total of 5,000 acres of public owned land used for the purpose of recreation, including common lands, memorial parks, etc., this means that for every 600 of the total population of the Region there is only one acre of public owned land for recreative purposes. Whilst this may be considered as not altogether unsatisfactory in a Region such as this, there is still a great need for further open spaces, particularly so as population and building development increases.

In addition to the open spaces referred to there are many others privately owned, such as golf courses, football and cricket grounds, etc. A number of playing-fields and recreation grounds have also been provided by owners of industrial undertakings for the use of their employees, and credit is due to such owners for helping to meet present-day needs.

Private open spaces

In the north and east of the Region there are many square miles of moorland possessing peculiar characteristic beauty, over which the public have rights of way.

Areas not likely to be built upon

Other large areas of moorland, to the extent of about 140 square miles, are publicly owned or leased, and used as gathering-grounds for water supplies. These areas cannot be considered as public open spaces for recreation, but they serve a very valuable purpose, forming, together with the remainder of the moorlands, a great belt of open country between the heavily industrialised areas of east Lancashire and west Yorkshire.

Moorlands

In other parts of the Region there exist large tracts of moss land of a total area of about 14 square miles, which land, although of no use

Moss land

for recreation purposes, forms valuable "lungs" or air channels to the neighbouring districts. Large portions of these moss lands are being reclaimed gradually, and brought into use for agricultural and horticultural purposes.

Woodlands

The Region cannot be said to be rich in woodlands except in a few somewhat isolated districts, particularly in east Cheshire and west Derbyshire.

Protection of trees

It is regretted that so many trees have been destroyed to make way for development, a practice which is in vogue even to-day, and particularly is this regretted where residential development is taking place. Trees add to the beauty and attractiveness of a district, and in many instances enhance the appearance of property. Local authorities should realise that, as an amenity, trees can be protected under the provisions of the Town Planning Act, 1925.

Preservation of parklands

So far as the Lancashire portion of the Region is concerned very few of the old mansions with enclosed parklands and woodlands remain, and some of these are already in the market for sale. Worsley, situated, as it is, near the centre of the Region, affords a typical example. Here are beautiful well-wooded parklands, and the Region should be very jealous of all such places, and efforts made to secure portions at least for public use.

Throughout the country many parks and other open spaces are being preserved, often through the generosity of some public-spirited person or body, who realise what great benefits such places are to the community.

Map indicating open spaces

Upon the large scale map accompanying this report an endeavour has been made to indicate all important existing public and other open spaces.

Proposals indicate basis upon which local authorities might proceed Primary considerations of Committee

The proposals indicating future reservations for public open space purposes must be treated only as a suggested basis to work upon in preparing statutory schemes.

In viewing the problem of open spaces the objects which the Committee have are—

- (1) The provision of sports fields and parkways for recreative purposes, and the preservation of parklands, moorlands, riverside promenades, cloughs or ravines, and stretches of open land for general recreative use.

- (2) The provision of open belts of country around towns, preventing straggling building growth, and providing "lungs" or air channels between populated areas.
- (3) The preservation of the entity and individuality of existing towns by securing open land to form "buffers" between towns.
- (4) The reservation of land in perpetuity for agricultural uses (farms, small holdings, etc.), to augment certain food supplies for the adjacent densely-populated centres.

It should be the aim of local authorities through all town planning schemes to include proposals for the provision of open spaces, and so avoid a repetition of the evils associated with over-development. Preventive measures are almost always less costly than remedial measures, and the scheduling of land at an early date facilitates and stabilises certain classes of development adjacent to such areas.

Due regard must be paid to the proper relationship between the open spaces and the residential and industrial areas, both existing and proposed, and this has been carefully considered in the preparation of the advisory scheme.

Every effort should also be made to preserve the existing amenities of a district. Many cloughs, ravines, and other unprofitable lands, by the provision of footpaths, could be formed into narrow and beautiful parkways at little cost. These parkways would enhance the value of surrounding land and properties out of all proportion to the cost of acquisition and maintenance of the parkways.

Preservation
of amenities

The preservation of the banks of rivers and streams is a matter worthy of much consideration. It is suggested that as wide a strip of land as may be deemed reasonable, should be preserved from building upon. These strips of open space would provide pleasant walks, and would also form a means of linking up the large parks or open spaces.

Banks of rivers
and streams

It is true that some streams are polluted, but as this may gradually be remedied in the future by the progress of industrial science, any objection to the banks of rivers and streams being used for pleasure purposes will be overcome.

Formation of
parkways

The Committee have expressed the opinion that so far as is possible the parkways and stretches of open country should be linked up to form continuous open belts, and so enable people, unharassed by motor traffic, to walk for considerable lengths through pleasant country, instead of being confined to short distances. In many cases river-side reservations will serve this purpose.

Access to
moorlands

The large areas of moorlands, previously referred to, in many cases forming water-catchment areas, contain a number of points of vantage or of historical interest, and it is suggested that with suitable safeguards provision might be made for public access to such points in such cases where permanent rights of way do not already exist.

Acquisition of
Regional open
spaces

A list of large areas of land which appear to be very suitable for future acquisition for public open space purposes has been prepared, and is included herein. In any future consideration of acquisition and maintenance of large areas of land for regional public open space purposes, it appears necessary that regard should be paid to the degree of benefit or accessibility of a particular open space to the inhabitants of a district or decentralised area as a whole. Where a regional open space extends into the areas of two or more decentralised area committees, consideration will also require to be given to adjustment between the areas concerned.

Agricultural
reservations

Some of the land indicated on the large scale map, and which it is suggested should be kept open, may be considered to be in the nature of zoning for agricultural purposes, whilst other land is unsuitable for building purposes. These areas are shown, as they have a direct bearing upon the principles underlying the subject of the provision of open spaces.

It is not suggested that all this agricultural land should at any time be secured for the purposes of parks, upon which large sums of public money would need to be expended.

Considerable areas of land could be retained in perpetuity for agricultural use by the payment of compensation to owners for loss of any value as between agricultural and building value. The reservation of suitable agricultural belts should not be so costly as would at first appear to be the case, as very considerable areas of land within the Region have little value in excess of an agricultural one.

By this means several purposes would be served, including the provision of belts of open country, or "lungs," around or between towns, and the production of food at a reasonable distance from the local markets.

Provision of
open spaces.
General policy

Whilst it is not possible in a regional scheme prepared in broad outline to indicate the position or area of small open spaces such as recreation grounds and playing-fields, either necessary at the present time for existing development or in expectation of future development, the Committee have given expression to the following opinions:—

- (a) That as a *minimum* one acre of open space should be provided in areas to be set apart for future residential purposes, for say, every 500 persons.
- (b) That as a general principle small open spaces for child recreation should be located not further than half a mile apart.
- (c) That if possible larger open spaces for use by all classes of people, and containing full recreative facilities for adults and children, should be equally distributed throughout a district in positions easy of access.
- (d) That small open spaces at convenient distances apart be reserved in connection with arranging sites for future schools, arrangements of this kind being mutually advantageous from the view of education, recreation, and control.

It is also suggested that in future development there should be a children's playground within a quarter of a mile of every house and larger playing-fields or recreation grounds within one mile.

The following is the list, previously referred to, of large areas of land which appear to be very suitable for regional parklands:—

Where situate.

Swinton Park	{ Swinton and Pendlebury U.D. Salford C.B. Eccles M.B.
Wardley Park	{ Worsley U.D.
Portions of Park surrounding Worsley Old and New Halls	
Broad Oak Park, Worsley ..	

Cloughs at Clifton and Prestwich	{ Prestwich U.D. Barton-upon-Irwell R.D.
Winstanley Park and adjoining lands	{ Billinge U.D.
Garswood Park and Old Garswood Park, with neigh- bouring woods and lands	{ Ashton-in-Makerfield U.D.
Golborne Park and land adjoining Newton Lake	{ Golborne U.D. Newton-in-Makerfield U.D.
Newton Common	{ Newton-in-Makerfield U.D.
Bewsey Park and neighbouring woods and lands	{ Warrington R.D.
Appleton Hall Grounds and neighbouring woods and lands, including Grappenhall Heys	{ Runcorn R.D.
Atherton Hall Grounds and adjoining land	{ Atherton U.D. Leigh M.B. Tyldesley-with-Shakerley U.D.
Duxbury Park and adjacent woods, including the Nab	{ Chorley M.B. Chorley R.D.
Anderston Hall Park	{ Chorley R.D.
Smithhills Hall Grounds and adjoining land	{ Bolton C.B.
Bourstone Wood and adjoining land	{ Aspull U.D. Westhoughton U.D.
Hulton Park	{ Westhoughton U.D.
Railkes Clough and other cloughs in the vicinity	{ Bolton C.B.
Ashworth Valley, including Ches- ham Hall Grounds	{ Bury C.B. Bury R.D.
Hopwood Hall Grounds	{ Heywood M.B. Middletown M.B. Rochdale C.B.
Phillips Park	{ Whitefield U.D. Prestwich U.D.

Abney Hall Grounds, Bruntwood	}	Cheadle and Gatley U.D.
Hall Grounds, and Carr Wood		Manchester C.B.
Mottram Hall Grounds	}	Macclesfield R.D.
Adlington Hall Grounds and land adjoining		
Taxal Valley and Park ..		
Poynton Park Grounds ..	}	Macclesfield R.D.
		Hazel Grove and Bramhall U.D.
Lyme Park	}	Macclesfield R.D.
		Disley R.D.
Tatton Hall Park with adjoining lands, including Tatton Mere	}	Bucklow R.D.
		Knutsford U.D.
Dunham Park	}	Bucklow R.D.
Wythenshawe Park		
Mobberley New Hall Park ..		
Mere Hall Park, including the Mere		
Agden Park		
High Legh Park		
Norcliffe Hall Park		
Lymm Lane, The Bongs, and Woodlands known as "The Gorse"	}	Lymm U.D.
		Bucklow R.D.

There are also numerous cloughs and the banks of rivers and streams which are suitable for reservation.

COUNTRY SCENES.



GRAPPENHALL, NEAR WARRINGTON.

Birtles, Warrington.



OLD STOCKS AND CROSS, LYMM, CHESHIRE.

Birtles, Warrington.

COUNTRY SCENES—*continued.*



THE POOL, DUNHAM OLD PARK, NEAR ALTRINCHAM. *Ardern, Lysons.*



HIGH LEGH PARK, CHESHIRE, SHOWING PRIVATE CHAPEL. *Ardern, Lysons.*

COUNTRY SCENES—*continued.*



DEANE CLOUGH, BOLTON.



A VIEW FROM LYNN BRIDGE.

Bolton, Warrington.

COUNTRY SCENES—*continued.*



HEALEY DELL, ROCHDALE.



AN AERIAL VIEW OF BUXTON,

Buxton Corporation

Part V.—PLACES OF HISTORIC INTEREST.

Prehistoric and historic monuments

The Region is rich in prehistoric and historic monuments of all periods. Scattered over the Region are prehistoric earthworks and burial places, the survivors of a large number which, no doubt, formerly existed, and have been cleared away for building or other operations.

On Bucton Moor, near Mossley, 1,100 feet above sea level, there is a prehistoric hill-fortress known as Bucton Castle. At Newton-in-Makerfield there is Castle Hill, a mound and moat fortress, and there is a similar earthwork with the same name at Castleton, Rochdale.

Throughout the hilly part of the Region there are standing stones of remote antiquity and disputed origin, as the Bow Stones, Macclesfield Rural District ; Robin Hood's Picking Pegs, Ludworth ; and Chetham's Close, Turton.

There are also a few homestead moats, some possibly prehistoric, others Anglo-Saxon, and many of much later date, made to protect the houses enclosed by them from robbers and for the more prosaic purpose of supplying fish.

Roman

Of Roman buildings there are still a few vestiges left at Castlefield, in Manchester, but the more interesting remains of the Roman occupation there and at Warrington must be sought in museums. At Castleshaw, in Delph, and Melandra Castle, Glossop Dale, there are remains of forts erected by the Romans, and on the western slope of Blackstone Edge there is a portion of an ancient paved road which is usually regarded as being Roman.

Anglo-Saxon

Although weapons, ornaments, and other articles of Anglo-Saxon work have been found in many parts of the Region, there are no contemporary buildings remaining. Probably some of the earthworks belong to the Anglo-Saxon period, and there are pre-Norman crosses and other sculptured stones at Bolton, Eccles, Winwick, Hope, and Whaley Bridge. In the fabrics of several churches have been found fragments of Anglo-Saxon work.

Churches and chapels

The Region is deficient in monastic buildings, but there are some fine parish churches, mostly rebuilt or restored, yet still retaining the plan and much of the work of the middle ages.

Parish churches in the strict sense were not numerous in the Region until the 19th century, but some of the parochial chapels, now become parish churches, are of considerable age and interest, as are several of the chapels erected by nonconformists in the very early days of dissent, as, for example, Chowbent, Platt, Manchester, and Chinley.

Churches and
Chapels.



CHADKIRK CHAPEL, NEAR ROMILEY, CHESHIRE.

The Region contains a large proportion of the comparatively few existing black-and-white churches and chapels, Chadkirk, Denton, Marton, Siddington, and Warburton all having the outward appearance of the timber-framed building in part or in whole, but in several of them the appearance is deceptive.



WARBURTON OLD CHURCH, CHESHIRE.

Arden, Lymm.

Ancient
castles

Ancient castles are few. Radcliffe Tower is a mere fragment, and the mediæval portion of Turton Tower is incorporated with a later building. Perhaps the finest example remaining is the 12th century castle which gives its name to Castleton, in Derbyshire.



TURTON TOWER, NEAR BOLTON.



PEVERIL CASTLE AND CAVEDALE, CASTLETON, DERBYSHIRE.

It is in examples of domestic architecture that the Region is richest.

Domestic
buildings

Until quite modern times stone predominated as the building material in the hilly districts, where the material could be quarried easily, while in the plain the usual materials were timber and daub, a combination which gave us the picturesque "Black and White," which was once universal, and is still characteristic of the more level portions of Lancashire and Cheshire. In some cases the timber frame was on a stone or brick foundation. Quite often the smaller dwellings were grouped in "folds," or "fowts," an arrangement that made for safety and neighbourliness.

The oldest domestic building in Manchester is of stone. This is Chetham's Hospital, built in the 15th century as the residence of the college of clergy, who served the Collegiate Church near by, now the Cathedral. After many fluctuations of fortune it fell into the hands of the trustees of the charitable Humphrey Chetham in the 17th century. It was then in decay, but the trustees having made it fit for the habitation of boys and books, it still remains one of Manchester's most treasured possessions. Yet so much is it obscured by adjoining buildings that it is practically unknown to the passer-by. It is perhaps not too late to restore Chetham's College to some of its proper environment, and it would be a great improvement, worthy of the City of Manchester, to remove the buildings immediately adjoining, particularly those overlooking the River Irwell.



MANCHESTER CATHEDRAL.

Manchester Guardian



WINWICK CHURCH, NEAR WARRINGTON.

Birtles, Warrington.



THE PARISH CHURCH, ROCHDALE.

Carter, Rochdale.

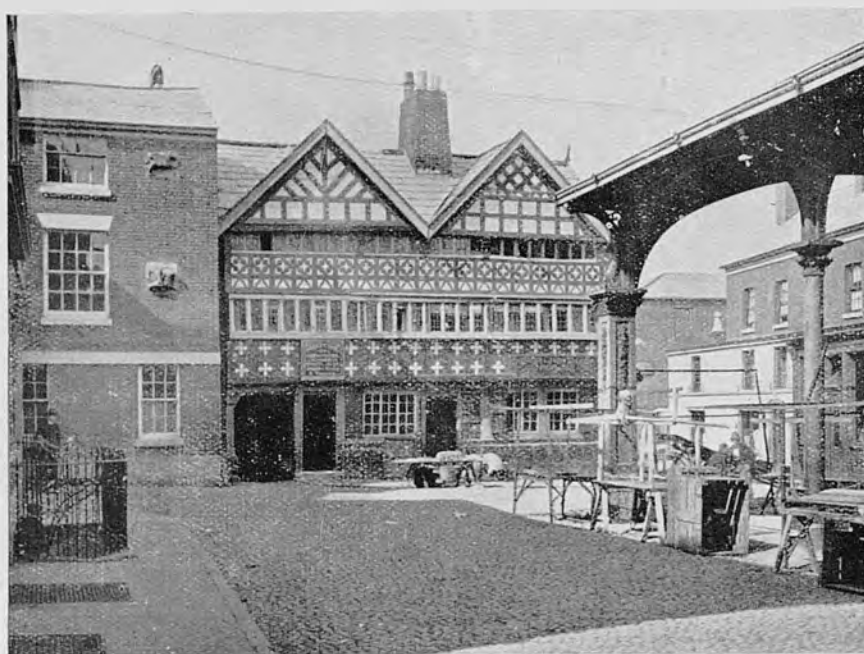
Old houses in the centre of Manchester are very few in number, and have got fewer in recent years by the demolition of such well-known buildings as the "Seven Stars" and the "Poet's Corner." At Gawsworth, Knutsford, Middleton, Stockport, Warrington, and Prestbury, and, indeed, in most of the other towns and villages, there remain old houses and old inns, and here and there is an old mill, as at Nether Alderley.

Old houses,
etc.

Throughout the Region there are many "Halls," which whether built of stone or timber-framed are usually comfortable-looking houses, of comparatively small size, reminiscent of the fact that Lancashire and Cheshire and Derbyshire in the old days were divided into rather small estates, which afforded comfort but not luxury to their owners.

Halls

Many of these old Halls have fallen somewhat in social status—some have been enlarged or partly rebuilt, and in some cases only a portion remains.



THE BARLEY MOW INN, WARRINGTON. *Birtles, Warrington.*

Amongst the more interesting Halls may be named Agecroft, the home of the Langleys and Daunteseys ; Wardley, locally known as the "skull house" from its housing a human skull, which, if we may believe tradition, has successfully resisted all efforts to remove it ; Worsley Old Hall ; Clayton Hall, where Humphrey Chetham died ; Ordsall Hall, where the gallant and knightly family of Radcliffe lived for generations ; Kenyon Peel Hall ; Astley Hall ; Smithills Hall, where there is a "bloody footstep," traditionally of miraculous origin ; Hall i' th' Wood, where Crompton invented the spinning mule, and now a public museum ; Great Lever Hall ; Tonge Hall ; Kersal Hall and Kersal Cell, the latter the country home of Dr. John Byrom, stenographer, poet, and Jacobite ; Slade Hall, which was owned and occupied by the Siddalls for over 300 years ; Bramall Hall, considered one of the finest examples of black-and-white in England ; Hough End Hall, an early example for this district of a brick-built house, which has recently escaped destruction ; Adlington Hall ; Ford Hall, where the "Apostle of the Peak" lived ; Marple Hall ; Tabley Old Hall ; Bewsey Hall, Warrington ; and others.



WARDLEY HALL, WORSLEY, LANCASHIRE.



WORSLEY OLD HALL, WORSLEY, LANCASHIRE.



ASTLEY HALL, CHORLEY.



BRAMALL HALL, BRAMHALL.



HOUGH END HALL, MANCHESTER. *Manchester Corporation.*

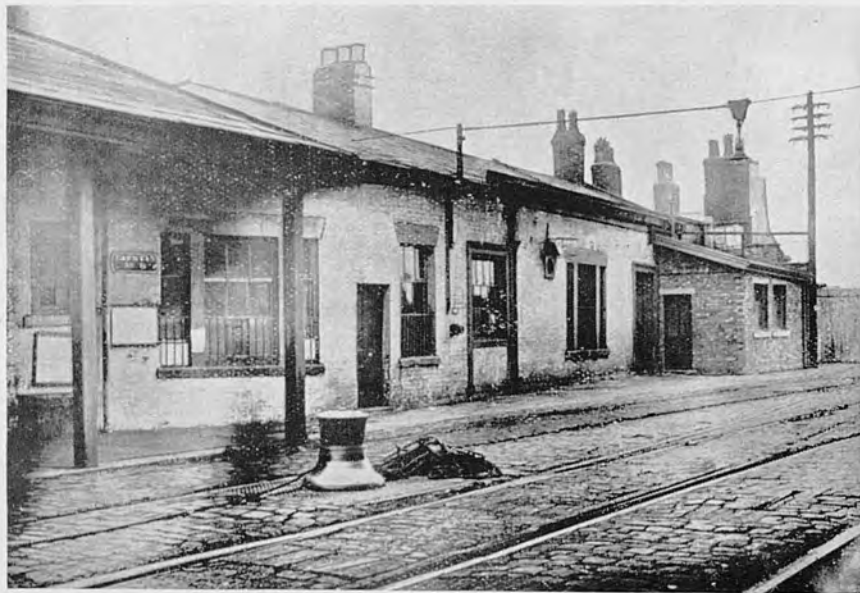


HALL I' TH' WOOD, BOLTON.

Besides these, there are some mansions of the large landowners, usually built in the 18th century on the site of a humbler ancestral dwelling. None of these is a famous show-place like Chatsworth, over the southern border of the Region, but several are well-known, as, for example: Lyme Hall, seat of Lord Newton; Alderley Park, seat of Lord Stanley of Alderley; and Heaton Park, now the property of the City of Manchester.

Industrial
buildings

The staple trade of the Region is scarcely old enough to have produced any buildings that can be termed ancient, but there are a few venerable mills belonging to the early days of the cotton industry; in the hatting districts there are buildings whose shape and size are due to their purpose in hatmaking, and there are old corn mills still standing. The first passenger railway station still exists in Water Street, Manchester.



THE FIRST RAILWAY PASSENGER STATION IN THE REGION,
WATER STREET, MANCHESTER.

III

It may be mentioned that the Region includes at least three early attempts at town planning, though more attention was paid to harmony in the architecture than to the many other considerations that enter into present day town planning. Towards the end of the 18th century the Duke of Devonshire decided to make his Derbyshire spa of Buxton into a rival of Bath, and he and his successors kept so close a control over the outward appearance of its buildings and planted so extensively that they may be said to have made the town on a very definite plan. At Fairfield the religious society of Moravians built a village, and at Worsley the first Earl of Ellesmere secured to the village that "black-and-white" appearance which was once its most striking characteristic.

Early town
planning

As indicated, a very large number of historic buildings and places of historical interest or natural beauty exist within the Region, some of which are considered by the respective Group Sub-Committee as worthy of preservation.

Also, consideration has been given to such buildings or places whose historic interest is either national or local, or for their association with some noted celebrity, as well as for their aesthetic value.

Some of the buildings constitute typical examples of the work of different periods, and are valuable from an educational aspect, actual examples affording much better instruction than any other means.

Definite action, to secure the preservation of ancient or historic buildings or places, will require to be taken by the respective local authorities or decentralised area committees in the promotion of statutory town planning schemes.

In some special instances the preservation of certain buildings might become a question for consideration by the reconstituted Joint Advisory Committee as affecting the Region as a whole.

Under the Ancient Monuments Act, 1913, certain monuments within the Region have been scheduled, and others have been recommended for scheduling by the Ancient Monuments Committees of the counties concerned. The scheduling of an ancient monument limits the owner's power of dealing with it, a fact that has to be taken into account in town planning schemes.

Ancient
Monuments Act

In addition to the places and buildings mentioned, the following is a short list of some other historical places and buildings in the Region :—

Birchley Hall	Billinge U.D.
Ye Olde Man and Scythe Inn ..	Bolton C.B.
Arden Hall	} Bredbury and Romiley U.D.
Goyt Hall	
Peel Hall and Moat ..	} Bucklow R.D.
Dunham Old Hall	
Swineyard Hall	
Wythenshawe Hall ..	
Baguley Hall	
Bradshaw Hall and Gateway	} Chapel-en-le-Frith R.D.
Rooschdyke	
Cheadle Moseley Hall	Cheadle and Gatley U.D.
Dukinfield Old Hall	Dukinfield M.B.
Monks Hall	Eccles M.B.
Site of St. John's Church ..	Knutsford U.D.
Lymm Hall	Lymm U.D.
Mottram Hall	} Macclesfield R.D.
Gawsworth Rectory ..	
Gawsworth Old Hall ..	
Platt Hall	Manchester C.B.
Old Boar's Head Inn	Middleton M.B.
Newton Hall	Newton-in-Makerfield U.D.
Bull's Head Inn	Salford C.B.
The Plague Stone	Stretford U.D.
Barley Mow Inn	} Warrington C.B.
Sankey Old Hall	
Bradley Hall Gateway ..	} Warrington R.D.
Bruche Hall	
Stand Old Hall	Whitefield U.D.
Kempnough Hall	} Worsley U.D.
The Packet House	



GAWSWORTH OLD HALL, NEAR MACCLESFIELD.

Part VI.—MINING AREAS.

Coal mines

From the latest return available there are 237 coal mines located within the Region. It is regretted that efforts made to obtain from mineral owners and lessees particulars of the precise areas from which the coal has been and is being obtained has met with a negligible response.

General description of the Lancashire coalfield

Certain general particulars of the coal area are available, and with the permission of His Majesty's Stationery Office the following interesting information is extracted from reports of the Department of Scientific and Industrial Research on the Lancashire Coalfield :—

The Lancashire Coalfield, which is triangular in shape, with an area of 217 square miles of exposed Coal Measures, has its apex four miles north of Burnley and its base between Stalybridge on the east and Prescott on the west. East of Manchester it extends in a narrow strip southwards past Stockport to Macclesfield, thus connecting with the Cheshire Coalfield.

South of the Lancashire Coalfield and over the Cheshire plain there extends a buried coalfield of which the structure and depth are unknown.

The available resources of the proved coalfield have been estimated at 4,240 million tons.

The Lower Coal Measures border the Burnley Coalfield, and on the eastern end connect that of Burnley with the South Lancashire Coalfield east of Stockport. They appear at intervals along the west side of the Lancashire Coalfield to near Prescott, and are also introduced by faulting within the Millstone Grit area of the Rossendale Anticline.

The Lower Coal Measures contain two or more important seams of coal which, together with the associated valuable fire-clays, render the subdivision of more than usual importance. A reserve approaching 190 million tons of easily reached coal is attributed to these seams.

The chief part of the coalfield is composed of the Middle Coal Measures. Information obtained in mining has proved the existence of numerous and powerful faults, breaking up the districts into blocks, and rendering the correlation of the coals an

exceptionally difficult task. Viewing the coalfield as a whole, the Middle Coal Measures occupy three areas :—

- (1) The South Lancashire Coalfield, separated from that of Burnley by the Rossendale Anticline ;
- (2) The Burnley Coalfield ;
- (3) The Manchester Coalfield.

Excluding the faulted inlier forming the Manchester Coalfield, a coal generally known as the "Arley" is taken as the base of the Middle Coal Measures.

The Arley seam occupies an important position in the Lancashire Coalfield, over the greater part of which it has been proved to exist.

Particulars
relating to the
Arley seam.
Depth,
thickness, etc.

While known generally by this name, the seam in some localities receives other names, such as the Orrell Four Feet, Royley (Oldham), Little Delf (St. Helens), Ridacre or Redacre (Poynton), Dogshaw (Bury). In the Burnley Coalfield it is variously known as the Arley, Fulfilled Main, Habergham Mine, and Marsden Four Feet.

The well-marked characteristics and consistency of the coal render it valuable as a geological horizon. As mentioned, the seam is taken as the base of the Middle Coal Measures.

The depth to the seam varies in different parts of the field. The most shallow workings are in the south-west near Prescott and in the north-east near Burnley, these depths being about 400 and 280 yards respectively. Proceeding inwards towards Wigan, from these two points the depth gradually increases, reaching about 700 yards in the Wigan area. From Wigan, in a south-easterly direction, the seam occurs at a fairly constant depth ; this, however, gradually increases until, in the Pendleton area, a depth of over 1,000 yards is reached.

The seam maintains an average thickness of three to four feet, with local increases up to six feet.

The coal itself is fairly strong, black, and lustrous. The mean density is about 1·24 and the weight of one cubic foot about 78lbs. In character it is a bituminous, strongly coking coal, and is widely employed for gas making. It is also largely used in Lancashire for steam raising, manufacturing, and household purposes.

Particulars
relating to the
Ravine seam.
Depth,
thickness, etc.

The Ravine, Ravin, or Raven seam is also recognised over a large area of the South Lancashire Coalfield, but it has not been worked to the same extent as other seams. The reasons for this are that the seam varies greatly in composition, and frequently becomes much split up by dirt partings and bands of shale; also it shows marked tendencies to undergo spontaneous ignition in the goaf.

Although generally known as the Ravine, the seam in some localities receives other names—Plodder (Worsley district), Bickershaw Six Feet, Hindley Green Six Feet, Flaggy Delf (St. Helens district). It is recognised as occurring over an area bounded by Prescott in the west, Radcliffe in the east, and Chorley in the north. The seam probably exists along the eastern margin of the South Lancashire Coalfield and in the Burnley Coalfield, but its correlation is at present uncertain.

The Ravine Mine lies at varying distances above the Arley Mine. Over a large area of the western part of the coalfield, extending from St. Helens to north of Wigan, the distance varies between 500 and 300 feet; in the neighbourhood of Leigh the seams are about 150 feet apart; and in the Worsley area about 350 feet. Seams occurring between the Ravine coal and the Arley are also being examined.

Physically the Ravine Mine is chiefly characterised by its variability in composition, owing to the multiplication and increase in thickness of the associated dirt partings and bands of shale and the frequently corresponding increased inferiority of the coal substance itself.

In the extreme east of the area in which it has been proved to exist this development becomes so marked as to render the seam unworkable; out of a total workable thickness of five feet there is generally only one foot of good quality coal, the remainder being composed of inferior dirty coals and shales. Proceeding westward, the seam improves in quality and value, and is generally worked. It is at its best towards the centre of the South Lancashire Coalfield; out of a total workable thickness of six feet there are generally four-and-a-half to five feet of good quality coal.

Tracing the mine still further in the westerly direction, the partings become more numerous and increase in thickness, and the seam begins to deteriorate in quality until it becomes worthless, and is known as the Rubbishy Mine. Considerable variation is also noticeable if the seam is traced northwards from Prescott in the west, but nowhere in this area does the mine exhibit the satisfactory development found in the Bickershaw district. The seam begins to thin out towards Chorley and becomes unworkable.

The coal itself is fairly strong and lustrous; it is slightly duller than the Arley coal in appearance. The specific gravity is about 1.3 and the weight of one cubic foot about 82lbs. It is a bituminous, coking coal, and is employed for gas making, manufacturing, and household purposes.

The presence of workable coal measures in the Region has undoubtedly done much to influence industrial expansion.

The influence of coal mining in industrial expansion and the surface utilisation of land

On the other hand the control of the surface user of land and the development of land in the areas of many local authorities is considerably hampered by the uncertainty arising from subsidence due to the working of minerals. Also by reason of the interlacing of numerous mineral railways, the formation of spoil heaps, and areas under flood and liable to flooding, the economic development of considerable areas of land is placed beyond consideration at the present time.

In this connection the Committee has made representations to His Majesty's Government, and written and oral evidence has been given before the Royal Commission on Mining Subsidence. It is hoped the findings of the Royal Commission will indicate the direction in which some greater measure of control by local authorities of the surface utilisation of land subject to subsidence may be given, and facilities offered whereby local authorities may obtain information as to existing, proposed, and prospective mining areas.

Evidence given to Royal Commission on Mining Subsidence

So far there is little evidence of willingness on the part of mineral owners and lessees to co-operate with and assist the Committee in the preparation of an advisory regional scheme in so far as such co-operation would involve the disclosure of present and future workings, thereby enabling the Committee usefully to indicate surface utilisation of land liable to subsidence.

Co-operation of mineral owners and lessees necessary

In the promotion of statutory town planning schemes an opportunity of obtaining the views of mineral owners and lessees on any proposals should present itself when the preliminary statement of the major proposals under a scheme is submitted to the persons interested and the Ministry of Health, and possibly agreement may then be arrived at as to the most suitable surface use of land liable to subsidence due to mineral working.

Zoning of area
liable to
subsidence

Local authorities are recommended to pay particular attention to the zoning of areas liable to subsidence due to mineral working, as surface development of such areas often involve a local authority in heavy expenditure in the provision and maintaining of essential public buildings and services. By a statutory town planning scheme building development may be suitably controlled, and as a general principle such development should be discouraged on areas liable to subsidence, and, if necessary, by supplementary zoning, building permitted when the land is at rest.

MANCHESTER & DISTRICT
REGIONAL SCHEME

GEOLOGICAL MAP



COAL - MEASURES
SANDSTONE
MILLSTONE GRIT
MARL
SHALE
LIMESTONE



Scale of Miles

1 2 3 4 5 6

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THE EFFECT OF SUBSIDENCE DUE TO COAL MINING.



FLOODING OF HOUSES.



EXTENSION OF A FLOODED AREA ACROSS A MAIN ROAD. *Leigh Journal, Lancs.*

Part VII.—PUBLIC UTILITY SERVICES.

Existing
services
operating
within the
Region

Within the Region there are 104 local authorities (excluding the four County Councils of Lancashire, Cheshire, Derbyshire, and Yorkshire (West Riding), which are not town planning authorities); 26 statutory authorities for the supply of water; 53 for the supply of gas; 42 for the supply of electricity; 97 for main drainage and sewage disposal; and 23 operating tram or 'bus services. These statistics indicate how interdependent the various local authorities are for certain essential public services, and also how the activities of the larger undertakers spread over very considerable areas. In the suggested decentralisation of the Region into a series of new groups for the promotion of statutory town planning schemes attention has been paid to areas of supply of various public services, as these services are of paramount importance in deciding upon the lines of future development.

Particulars of
various services

On the following pages are given outline maps and statistics as to various public utility services. These maps and statistics have been compiled, and as far as possible brought up to date, from information supplied by local authorities and others to the Committee, and are included in this report in order that the fullest information may be readily available as to the areas of supply of the various public utility services throughout the Region.

WATER.

Water
services

The map (facing page 122) indicates the various areas of supply.

Statutory Undertakers	Area of Supply	Nature of Supply
		Bulk and Detail, unless stated otherwise
Ashton-in-Makerfield U.D.C. ...	Ashton-in-Makerfield U.D.	
Ashton-under-Lyne, Stalybridge, Dukinfield (District) Water Works Joint Board	Ashton-under-Lyne M.B. Hurst U.D. Dukinfield M.B. Stalybridge M.B. Mossley M.B. Audenshaw U.D. Saddleworth U.D. (part) Springhead U.D. (part) Limehurst R.D. (part)	
Bacup Corporation	Bacup M.B. (part)	

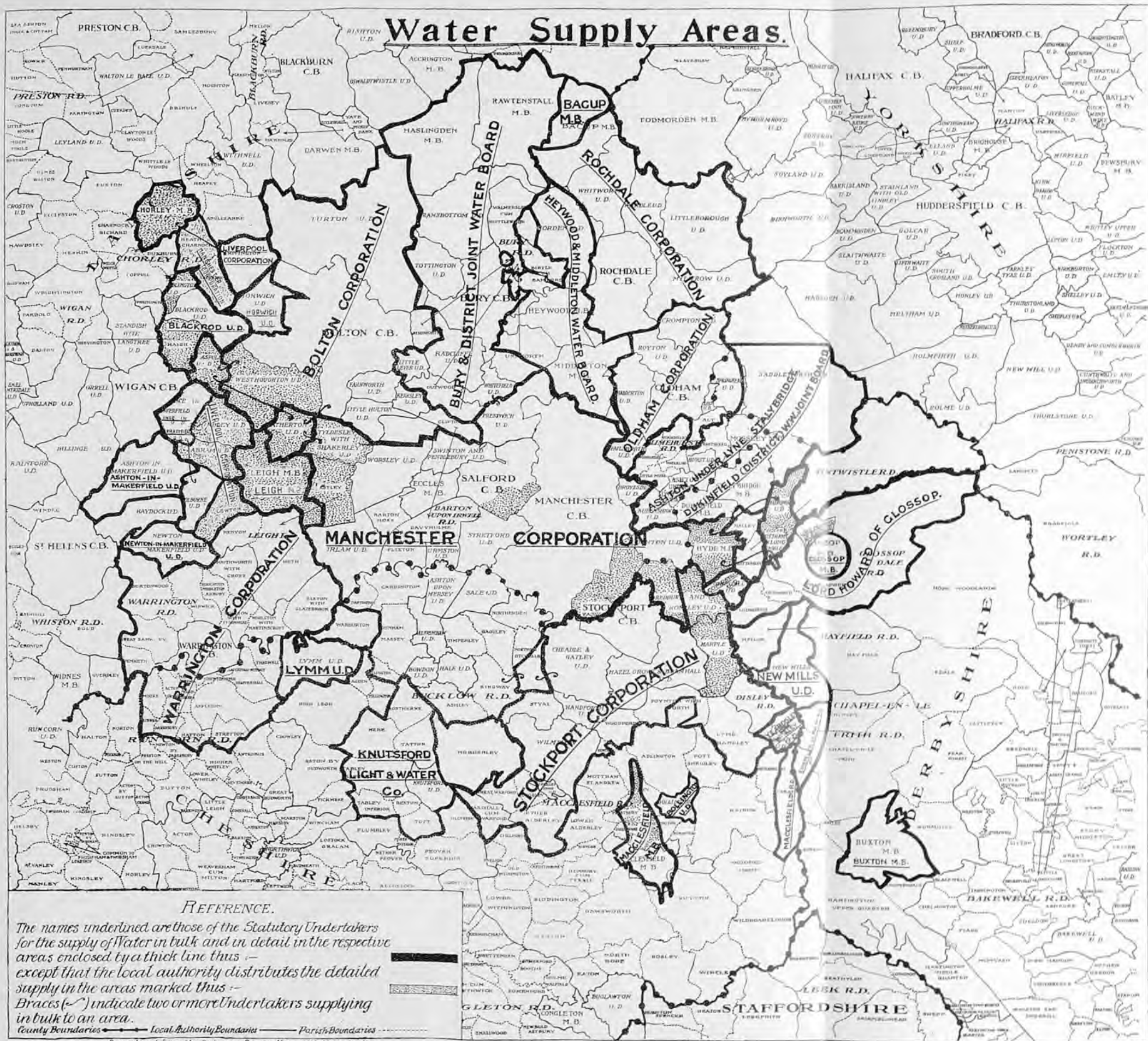
WATER—*continued*

Statutory Undertakers	Area of Supply	Nature of Supply	Water services
		Bulk and Detail, unless stated otherwise	
Blackrod U.D.C.	Blackrod U.D. Adlington U.D. Horwich U.D. Wigan R.D. (part)	Bulk Bulk (part) Bulk	
Bollington U.D.C.	Bollington U.D.		
Bolton Corporation	Bolton C.B. Aspull U.D. (part) Westhoughton U.D. Atherton U.D. (part) Horwich U.D. Turton U.D. (part) Bury R.D. (part) Farnworth U.D. Little Hulton U.D. Kearsley U.D. Barton-upon-Irwell R.D. (part) Worsley U.D. (part)	Bulk Bulk Bulk Bulk (part)	
Bury and District Joint Water Board	Bury C.B. Haslingden M.B. Rawtenstall M.B. Ramsbottom U.D. Tottington U.D. Little Lever U.D. Whitefield U.D. Bury R.D. (part) Prestwich U.D. (part) Radcliffe U.D. Turton U.D. (part)		
Chapel-en-le-Frith R.D.C.	Chapel-en-le-Frith R.D. (part)		
Compstall U.D.C.	Compstall U.D.		
Glossop Corporation	Glossop M.B. (part)		
Heywood and Middleton Water Board	Bury C.B. (part) Bury R.D. (part) Chadderton U.D. (part) Heywood M.B. Middleton M.B. Norden U.D. (part) Rochdale C.B. (part)		
Horwich U.D.C.	Horwich U.D.	Supply augmented by Bolton Corporation and Blackrod U.D.C.	
Ince-in-Makerfield U.D.C.	Golborne U.D. Ince-in-Makerfield U.D.	Supply augmented by Liverpool Corporation	
Knutsford Light and Water Company	Knutsford U.D. Bucklow R.D. (part)		

WATER—continued

[illegible]

Water Supply Areas.



WATER—*continued*

Statutory Undertakers	Area of Supply	Nature of Supply	Water services
		Bulk and Detail, unless stated otherwise	
Oldham Corporation	Oldham C.B. Chadderton U.D. (part) Royton U.D. Crompton U.D. Failsworth U.D. Lees U.D. Springhead U.D. (part) Limchurst R.D. (part)		
Rochdale Corporation	Rochdale C.B. (part) Bacup M.B. (part) Norden U.D. (part) Whitworth U.D. (part) Wardle U.D. Littleborough U.D. Milnrow U.D.		
Stockport Corporation	Stockport C.B. (part) Bredbury and Romiley U.D. (part) Marple U.D. Disley R.D. Macclesfield R.D. (part) Hazel Grove and Bramhall U.D. Cheadle and Gatley U.D. Handforth U.D. Bucklow R.D. (part) Wilmslow U.D. Alderley Edge U.D.	Bulk Bulk	
Warrington Corporation	Warrington C.B. Warrington R.D. (part) Leigh R.D. (part) Runcorn R.D. (part)		
Yeardsley-cum-Whaley U.D.C. ...	Yeardsley-cum-Whaley U.D.		

In some cases small areas receive water supplies (pipe service) from private sources.

GAS.

The map (facing page 126) indicates various areas of supply.

Gas services	Statutory Undertakers	Area of Supply
	Adlington Gas Company Limited	Adlington U.D.
	Altrincham Gas Company	Altrincham U.D. Bowdon U.D. Bucklow R.D. (part) Hale U.D.
	Ashton Gas Company	Audenshaw U.D. (part) Ashton-under-Lyne M.B. Hurst U.D. Limehurst R.D. (part)
	Ashton-in-Makerfield U.D.C.	Ashton-in Makerfield U.D.
	Atherton U.D.C.	Atherton U.D.
	Blackrod Gas Company	Blackrod U.D. Chorley R.D. (part)
	Bollington U.D.C.	Bollington U.D.
	Bolton Corporation	Bolton C.B. Chorley R.D. (part) Horwich U.D. Turton U.D.
	Broadbottom Gas Company	Glossop Dale R.D. (part) Mottram-in-Longdendale U.D. (part)
	Bury Corporation	Bury C.B. Tottington U.D. (part) Turton U.D. (part)
	Buxton Corporation	Buxton M.B. Chapel-en-le-Frith R.D. (part)
	Chapel, Whaley, and District Gas Company	Chapel-en-le-Frith R.D. (part) Disley R.D. (part) Macclesfield R.D. (part) Yeardsley-cum-Whaley U.D.
	Chorley Corporation	Chorley M.B. Chorley R.D. (part)
	Denton U.D.C.	Denton U.D.
	Dukinfield Corporation... ..	Dukinfield M.B.
	Farnworth and Kearsley Gas Company ...	Bury R.D. (part) Farnworth U.D. Kearsley U.D. Little Hulton U.D. (part) Little Lever U.D. (part)
	Glossop Gas Company	Glossop M.B. Glossop Dale R.D. (part) Tintwistle R.D. (part)
	Golborne Gas Company	Golborne U.D.

Gas—continued

Statutory Undertakers	Area of Supply	Gas services
Haslingden Union Gas Company	Haslingden M.B. (part)	
Hathersage & District Gas Company Ltd...	Chapel-en-le-Frith R.D. (part)	
Hayfield Gas Company	Hayfield R.D. (part)	
Heywood Corporation	Bury C.B. (part) Bury R.D. (part) Heywood M.B. Middleton M.B. (part) Norden U.D. (part) Rochdale C.B. (part)	
Hollingworth Gas Company	Hollingworth U.D. Mottram-in-Longdendale U.D. (part)	
Hyde Gas Company	Bredbury and Romiley U.D. (part) Compstall U.D. (part) Hyde M.B.	
Hindley U.D.C.	Abram U.D. Hindley U.D. Ince-in-Makerfield U.D. (part)	
Knutsford Light and Water Company ...	Bucklow R.D. (part) Knutsford U.D.	
Littleborough Gas Company	Littleborough U.D.	
Lymm U.D.C.... ...	Lymm U.D.	
Leigh Corporation	Leigh M.B. Leigh R.D. (part)	
Little Hulton U.D.C.	Little Hulton U.D. (part)	
Macclesfield Corporation	Macclesfield M.B. Macclesfield R.D. (part)	
Manchester Corporation	Bucklow R.D. (part) Cheadle and Gatley U.D. (part) Droylsden U.D. Limehurst R.D. (part) Manchester C.B. Stretford U.D. (part)	
Marple U.D.C.	Compstall U.D. (part) Glossop Dale R.D. (part) Hayfield R.D. (part) Marple U.D.	
Middleton Corporation	Middleton M.B. Prestwich U.D. (part)	
Milnrow Gas Company	Milnrow U.D. (part)	
Mossley Corporation	Mossley M.B. (part) Saddleworth U.D. Springhead U.D. (part)	

GAS—continued

Gas services

Statutory Undertakers	Area of Supply
New Mills U.D.C.	Disley R.D. (part) New Mills U.D.
Newton-in-Makerfield U.D.C.	Newton-in-Makerfield U.D.
Oldham Corporation	Chadderton U.D. Crompton U.D. Failsworth U.D. Lees U.D. Limehurst R.D. (part) Oldham C.B. Royton U.D. Springhead U.D. (part)
Radcliffe and Little Lever Joint Gas Board	Bury R.D. (part) Little Lever U.D. (part) Prestwich U.D. (part) Radcliffe U.D. Whitefield U.D. Turton U.D. (part)
Ramsbottom Gas Company... ..	Bury R.D. (part) Haslingden M.B. (part) Ramsbottom U.D. Rawtenstall M.B. (part) Tottington U.D. (part)
Rochdale Corporation	Bury R.D. (part) Crompton U.D. (part) Heywood M.B. (part) Littleborough U.D. (part) Middleton M.B. (part) Milnrow U.D. (part) Norden U.D. (part) Oldham C.B. (part) Rochdale C.B. Royton U.D. (part) Wardle U.D. (part) Whitworth U.D. (part)
Rossendale Union Gas Company	Bacup M.B. Rawtenstall M.B. (part)
Salford Corporation	Barton-upon-Irwell R.D. (part) Eccles M.B. Irlam U.D. Prestwich U.D. (part) Salford C.B. Swinton and Pendlebury U.D. Worsley U.D.
Stalybridge Corporation	Stalybridge M.B. Mossley M.B. (part)
Stockport Corporation	Bredbury and Romiley U.D. (part) Cheadle and Gatley U.D. (part) Hazel Grove and Bramhall U.D. Macclesfield R.D. (part) Stockport C.B.

Gas Supply Areas.



GAS—*continued*

Statutory Undertakers	Area of Supply	Gas services
Stretford and District Joint Gas Board ...	Ashton-upon-Mersey U.D. Barton-upon-Irwell R.D. (part) Sale U.D. Stretford U.D. (part) Urmston U.D.	
Tyldesley-with-Shakerley U.D.C.	Leigh R.D. (part) Tyldesley-with-Shakerley U.D.	
Warrington Corporation	Runcorn R.D. (part) Warrington C.B. Warrington R.D.	
Westhoughton Consumers' Gas Company...	Westhoughton U.D. (part)	
Whitworth Vale Gas Company	Whitworth U.D.	
Wigan Corporation	Aspull U.D. Ince-in-Makerfield U.D. Wigan C.B.	
Wilmslow and Alderley Edge Gas Company	Alderley Edge U.D. Bucklow R.D. (part) Handforth U.D. Wilmslow U.D.	

ELECTRICITY.

Electricity
services

The map (facing page 130) indicates various areas of supply.

The local authority areas or parts thereof within the Region not included in the following list are either not within the area of the South East Lancashire Electricity Board or have not any electricity supply :—

Area of supply (local authority area)	Authorised distributors	Bulk supply authority (distinct from authorised distributors)
Abram U.D.	Lancashire Electric Power Company	South Lancashire Tramways
Adlington U.D.	Lancashire Electric Power Company	
Alderley Edge U.D.	Alderley and Wilmslow Electric Supply Limited	
Altrincham U.D.	Altrincham Electric Supply Limited	
Ashton-upon-Mersey U.D.	Altrincham Electric Supply Limited	
Ashton-under-Lyne M.B.	Ashton-under-Lyne Corporation	
Aspull U.D.	Lancashire Electric Power Company	
Atherton U.D.	Atherton U.D.C.	
Audenshaw U.D.	Manchester Corporation	
Bacup M.B.	Bacup Corporation	
Barton-upon-Irwell R.D. Parish of Clifton	Lancashire Electric Power Company	Rawtenstall Corporation
Barton-upon-Irwell R.D. Parish of Dacworth	Stretford U.D.C.	
Bolton C.B.	Bolton Corporation	Stockport Corporation
Bowdon U.D.	Altrincham Electric Supply Limited	
Bredbury and Romiley U.D.	Bredbury and Romiley U.D.C.	
Bucklow R.D.— Eastern portion of Parish of Dunham Massey Parish of Timperley and part of Parish of Baguley	Altrincham Electric Supply Limited	
Parishes of Ashton by Budworth, Euxton, Plover, Interton, Pickmere, Plumley, Tabley Interton, Tabley Superior, Toft	Northwich Electric Supply Limited	
Bury C.B.	Bury Corporation	
Bury R.D.	Lancashire Electric Power Company	
Buxton M.B.	Buxton Corporation	
Chadderton U.D.	Oldham Corporation	

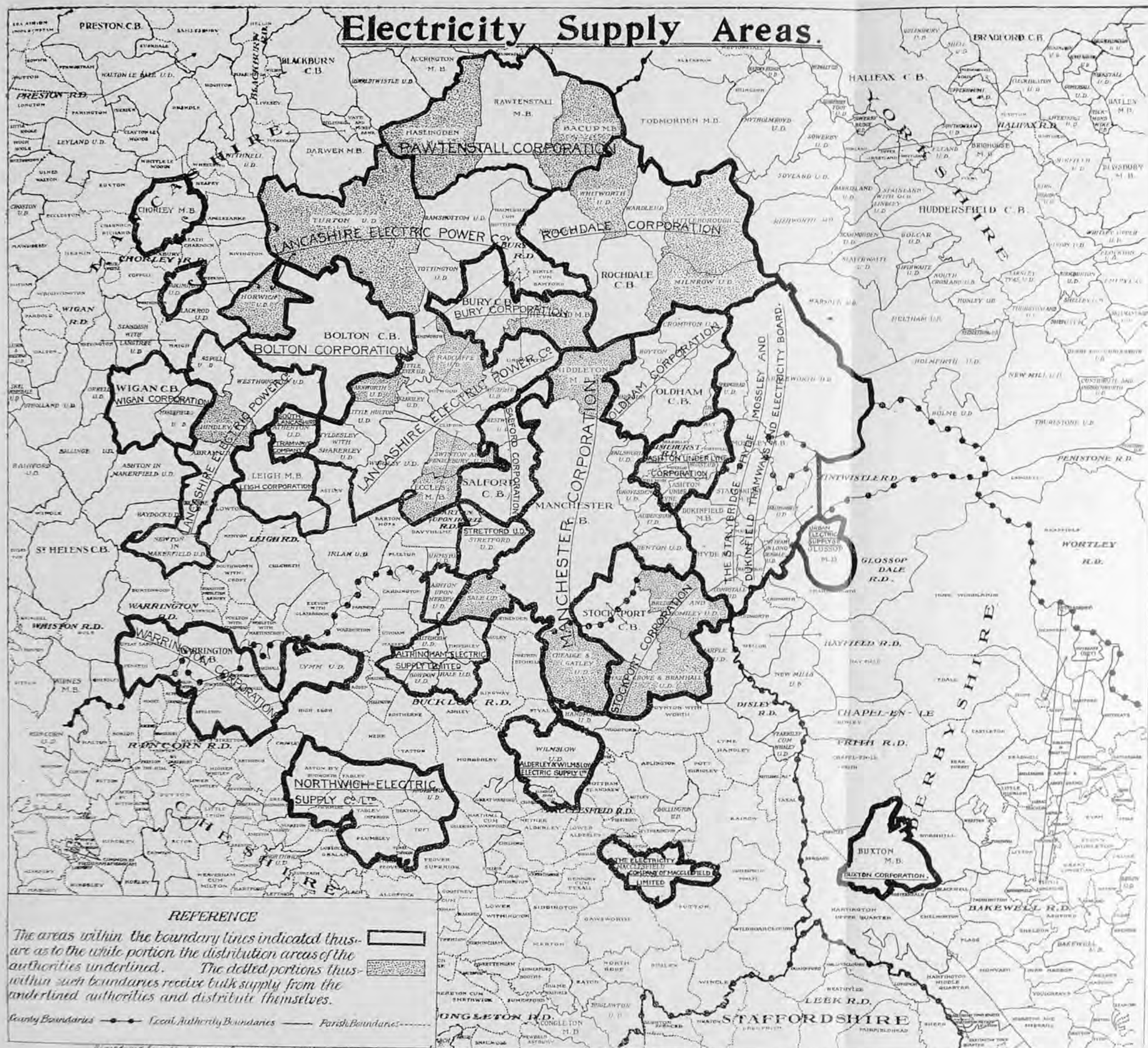
ELECTRICITY—continued.

Area of supply (local authority area)	Authorised distributors	Bulk supply authority (distinct from authorised distributors)	Electricity services
Cheadle and Gatley U.D.	Cheadle and Gatley U.D.C.	Manchester Corporation	
Chorley M.B.	Lancashire Electric Power Company		
Compstall U.D.	The Stalybridge, Hyde, Mossley, and Dukinfield Tramways and Elec- tricity Board		
Crompton U.D.	Oldham Corporation		
Denton U.D.	Manchester Corporation		
Droylsden U.D.	Manchester Corporation		
Dukinfield M.B.	The Stalybridge, Hyde, Mossley, and Dukinfield Tramways and Elec- tricity Board		
Eccles M.B.	Eccles Corporation	Lancashire Electric Power Company	
Failsworth U.D.	Manchester Corporation		
Farnworth U.D.	Farnworth U.D.C.	Lancashire Electric Power Company	
Glossop M.B.	The Urban Electric Supply Company Limited		
Golborne U.D.	Lancashire Electric Power Company		
Hale U.D.	Altrincham Electric Supply Limited		
Haslingden M.B.	Haslingden Corporation	Rawtenstall Corporation	
Hazel Grove and Bramhall U.D.	Hazel Grove and Bramhall U.D.C.	Stockport Corporation	
Heywood M.B.	Heywood Corporation	Bury Corporation	
Hindley U.D.	Hindley U.D.C.	Lancashire Electric Power Company	
Hollingsworth U.D.	The Stalybridge, Hyde, Mossley, and Dukinfield Tramways and Elec- tricity Board		
Horwich U.D.	Horwich U.D.C.	Lancashire Electric Power Company	
Hurst U.D.	Ashton-under-Lyne Corpor- ation		
Hyde M.B.	The Stalybridge, Hyde, Mossley, and Dukinfield Tramways and Elec- tricity Board		
Ince-in-Makerfield U.D.	Wigan Corporation		
Kearsley U.D.	Lancashire Electric Power Company		
Knutsford U.D.	Northwich Electric Supply Company Limited		
Lees U.D.	Oldham Corporation		
Letch M.B.	Letch Corporation	Lancashire Electric Power Company (part)	

ELECTRICITY—continued.

Electricity services	Area of supply (local authority area)	Authorised distributors	Bulk supply authority (distinct from authorised distributors)
	Limehurst R.D.	Ashton-under-Lyne Corporation	Rochdale Corporation
	Littleborough U.D.	Littleborough U.D.C.	
	Little Hulton U.D.	Lancashire Electric Power Company	
	Little Lever U.D.	Lancashire Electric Power Company	
	Lymm U.D.	Warrington Corporation ...	
	Macclesfield M.B.	The Electricity Company of Macclesfield Limited	Manchester Corporation
	Manchester C.B.	Manchester Corporation	
	Middleton M.B.	Middleton Corporation	Rochdale Corporation
	Milnrow U.D.	Milnrow U.D.C.	
	Mossley M.B.	The Stalybridge, Hyde, Mossley, and Dukinfield Tramways and Electricity Board	Lancashire Electric Power Company
	Mottram-in-Longdendale U.D. ...	The Stalybridge, Hyde, Mossley, and Dukinfield Tramways and Electricity Board	
	Newton-in-Makerfield U.D.	Newton-in-Makerfield U.D.C.	
	Norden U.D.	Rochdale Corporation	
	Oldham C.B.	Oldham Corporation	
	Prestwich U.D.	Salford Corporation	Lancashire Electric Power Company
	Radcliffe U.D.	Radcliffe U.D.C.	
	Ramsbottom U.D.	Lancashire Electric Power Company	
	Rawtenstall M. B.	Rawtenstall Corporation ...	
	Rochdale C.B.	Rochdale Corporation	
	Royton U.D.	Oldham Corporation	Manchester Corporation
	Runcorn R.D. (part)	Warrington Corporation ...	
	Saddleworth U.D.	The Stalybridge, Hyde, Mossley, and Dukinfield Tramways and Electricity Board	
	Sale U.D.	Sale U.D.C.	
	Salford C.B.	Salford Corporation	
	Springhead U.D.	The Stalybridge, Hyde, Mossley, and Dukinfield Tramways and Electricity Board	

Electricity Supply Areas.



ELECTRICITY—*continued.*

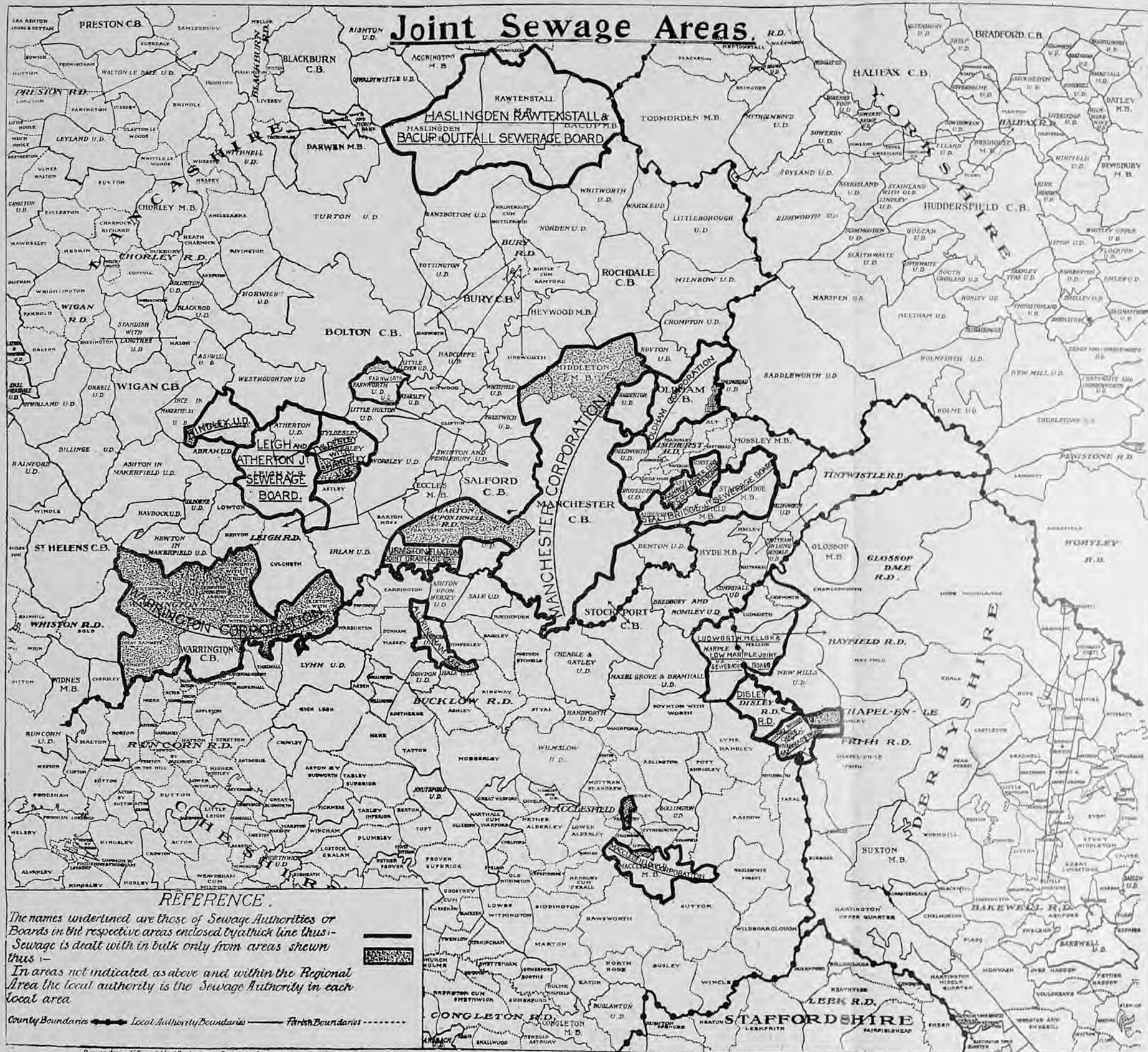
Area of supply (local authority area)	Authorised distributors	Bulk supply authority (distinct from authorised distributors)	Electricity services
Stalybridge M.B.	The Stalybridge, Hyde, Mossley, and Dukinfield Tramways and Elec- tricity Board		
Stockport C.B.	Stockport Corporation		
Stretford U.D.	Stretford U.D.C.	Manchester Corporation (part)	
Swinton and Pendlebury U.D. ...	Swinton and Pendlebury U.D.C.	Lancashire Electric Power Company	
Tintwistle R.D.—Parishes of— Hattersley Matley Tintwistle (part)	The Stalybridge, Hyde, Mossley, and Dukinfield Tramways and Elec- tricity Board		
Tottington U.D.	Lancashire Electric Power Company		
Turton U.D.	Turton U.D.C.	Lancashire Electric Power Company	
Tyldesley-with-Shakerley U.D. ...	Lancashire Electric Power Company		
Wardle U.D.	Rochdale Corporation		
Warrington C.B.	Warrington Corporation		
Warrington R.D.—Parishes of— Appleton Grappenhall Great Sankey Latchford Without Penketh Stockton Heath Walton Inferior	Warrington Corporation		
Westhoughton U.D.... ..	Lancashire Electric Power Company		
Whitefield U.D.	Lancashire Electric Power Company		
Whitworth U.D.	Whitworth U.D.C.	Rochdale Corporation	
Wigan C.B.... ..	Wigan Corporation		
Wilmslow U.D.	Alderley and Wilmslow Electric Supply Limited		
Worsley U.D.	Lancashire Electric Power Company		

MAIN DRAINAGE.

Main drainage The map (facing this page) only indicates local authorities or joint bodies within the Region treating sewage from more than one local authority area, as indicated in the following list :—

Local Authority or Joint Body	Area
Altrincham U.D.C.	Altrincham U.D. Hale U.D. (part)
Ashton-under-Lyne Corporation	Ashton-under-Lyne M.B. Hurst U.D.
Farnworth U.D.C.... ..	Bolton C.B. (part) Farnworth U.D.
Haslingden, Rawtenstall, and Bacup Outfall Sewerage Board	Bacup M.B. Haslingden M.B. Rawtenstall M.B.
Hindley U.D.C.	Hindley U.D. Ince-in-Makerfield U.D. (part)
Leigh and Atherton Joint Sewerage Board	Atherton U.D. Leigh M.B.
Ludworth, Mellor, and Low Marple Joint Sewerage Board	Glossop Dale R.D. (part) Hayfield R.D. (part) Marple U.D.
Macclesfield Corporation	Macclesfield M.B. Macclesfield R.D. (part)
Manchester Corporation	Audenshaw U.D. (part) Barton-upon-Irwell R.D. (part) Chadderton U.D. (part) Manchester C.B. Middleton M.B. Stretford U.D. (part) Prestwich U.D. (part)
Oldham Corporation	Oldham C.B. Lees U.D.
Stalybridge Joint Sewerage Board	Audenshaw U.D. (part) Dukinfield M.B. Stalybridge M.B.
Tyldesley-with-Shakerley U.D.C.	Tyldesley-with-Shakerley U.D. Leigh R.D. (part)
Urmston and Flixton Joint Drainage Committee	Barton-upon-Irwell R.D. (part) Urmston U.D.
Warrington Corporation	Warrington C.B. Warrington R.D. (part)
Whaley Bridge Joint Sewerage Board ..	Chapel-en-le-Frith R.D. (part) Disley R.D. (part) Macclesfield R.D. (part) Yeardsley-cum-Whaley U.D.

Other local authorities in the Region separately deal with sewage from their respective districts, except that in some cases sewage from small portions of a local authority's area is dealt with by an adjoining authority. These cases are not recorded in the above list.



Part VIII.—TOWN PLANNING.

GENERAL NOTES.

The question of amendments to the Town Planning Act, 1925, has been considered by the Legal Sub-Committee of the Committee.

Town Planning
Act, 1925.
Amendment
and extension
thereof

Many valuable suggestions have been put forward by individual members of that Sub-Committee, and the consideration of such are held in abeyance until an opportune moment presents itself in the shape of amending legislation being presented to Parliament in the near future, promises to this effect having already been given by the Minister of Health. That a need exists for the application of the principles of town planning to all lands, developed or otherwise, seems unquestionable from experience, and every effort to secure amending legislation to this effect will be made.

It is not desirable in this report to set out particulars of suggested amendments, the Committee having given authority to the Legal Sub-Committee, consisting, as it does, of legal officers of local authorities with experience of town planning practice, to place any agreed suggestions before the Ministry of Health with a view to their incorporation by Parliament in any amending Statute.

By Section 3 of the Town Planning Act, 1925, the Council of every borough or other urban district containing a population, according to the census taken in the year 1921, of more than 20,000 shall, before the 1st January, 1929, prepare and submit to the Minister of Health a town planning scheme in respect of all land within the borough or urban district in respect of which a town planning scheme may be made under the Act.

Town planning
compulsory on
certain
authorities

Action taken to
promote
schemes

Of the 104 local authorities within the Region, 29 having populations exceeding 20,000, consequently are required by statute to prepare town planning schemes for their respective districts; and altogether 73 local authorities within the Region have adopted resolutions to prepare schemes for the whole or parts of their respective districts.

That so many local authorities have sought to protect the development of their districts by the promotion of schemes, although such action is entirely optional in most cases, is a great tribute to the efforts of the Committee in its endeavour to secure controlled development, and indicates an appreciation of the advantages associated with a predetermined plan of development.

Danger of delay
in promoting
schemes

If advantage of the provisions of the Town Planning Act is not taken, development will, as a matter of course, proceed on the old lines under bye-law control, and any proposals, regional or otherwise, for a co-ordination of future development are in jeopardy.

In this connection reference again must be made to the urgent necessity for the recommendation as to the setting up of decentralised area statutory town planning committees being adopted, and the committees established in order to ensure proposals of an area or regional character becoming obligatory in all future development.

No quicker way of undoing the work of the Committee could possibly happen than indifference or unwillingness on the part of local authorities to safeguard the development of their areas under the protection afforded by the Town Planning Act. Delayed action will destroy the whole work of the Committee to date. For a local authority to allow development to proceed uncontrolled, as in the past, would be a neglect of opportunity, and would lead to almost irreparable consequences.

The table hereunder indicates the position in the Region to-date respecting the promotion of town planning schemes.

Table of statistics showing the present position in the Region in relation to the promotion of town planning schemes :—

Local authority	Popula- tion, 1921 Census	Area in acres	Area of scheme in acres	Date of Authority to prepare town planning scheme or date of resolution	Remarks
Abram U.D.C.	6,853	1,984	1,984	5th November, 1924	.....
Adlington U.D.C.	4,390	1,062	...	.....	No scheme
Alderley Edge U.D.C. ...	3,088	678	678	4th May, 1925 ...	.....
*Altrincham U.D.C.	20,450	1,425	{ 16 1,409	17th June, 1921 ... 3rd June, 1924 ...	.....
*Ashton-in-Makerfield U.D.C.	22,475	6,251	...	.....	No scheme
Ashton-upon-Mersey U.D.C.	7,773	1,623	1,605	12th April, 1921 ...	.....
*Ashton-under-Lyne M.B....	43,335	1,345	...	.....	No scheme
Aspull U.D.C.	7,851	1,906	...	.....	No scheme
Atherton U.D.C.	19,856	2,264	2,264	19th March, 1924 ...	.....
Audenshaw U.D.C.	7,876	1,241	...	.....	No scheme
*Bacup M.B.	21,263	6,121	6,120	4th May, 1921 ...	.....
Barton-upon-Irwell R.D.C.	10,110	6,762	{ 1,560 720 1,439	1st December, 1920 28th December, 1921 13th June, 1923	.....
Billinge U.D.C.... ..	5,168	4,596	...	.....	No scheme
Blackrod U.D.C.	3,867	2,392	...	.....	No scheme
Bollington U.D.C.	5,094	1,291	1,291	16th October, 1923	.....
*Bolton C.B.	178,683	15,280	15,280	6th January, 1926 ...	.....
Bowdon U.D.C.	2,965	850	...	.....	No scheme
Bredbury and Romiley U.D.C.	9,168	3,990	4,105	20th March, 1917 ...	Bredbury and Romiley U.D.C. have powers to town plan part of the area of Compstall U. D. amounting to 150'5 acres
Bucklow R.D.C. (part) ...	18,775	38,229	{ 5,400 1,806	25th November, 1920 29th November, 1922.	Area taken is that within Joint Com- mittee area only
*Bury C.B.	56,403	5,925	5,925	3rd July, 1924 ...	.....
Bury R.D.C.	9,466	12,017	11,813	4th June, 1924 ...	See also Rochdale C.B.

* Indicates town planning compulsory, population of district exceeds 20,000.

Local authority	Popula- tion, 1921 Census	Area in acres	Area of scheme in acres	Date of Authority to prepare town planning scheme or date of resolution	Remarks
Buxton M.B.	15,651	3,108	3,108	29th October, 1924...	.....
*Chadderton U.D.C.	28,721	3,082	1,995	13th November, 1923.	See also Manchester C.B.
Chapel-en-le-Frith R.D.C.	16,144	80,389	78,723	17th December, 1923.	.....
Cheadle and Gatley U.D.C.	11,063	5,087	5,087	21st September, 1922.	.....
*Chorley M.B.	30,581	3,614	2,852	15th July, 1920 ...	Portion of scheme within area of Joint Committee
Chorley R.D.C. (part) ...	2,704	6,611	...	.....	No scheme. Area taken is that within Joint Committee area only
Compstall U.D.C.	944	903	...	.....	No scheme. See Bred- bury and Romiley U.D.C.
Crompton U.D.C.	14,917	2,865	2,865	20th October, 1924...	.....
Denton U.D.C.	17,620	2,594	...	.....	No scheme
Disley R.D.C.	3,022	2,466	2,466	November, 1924 ...	.....
Droylsden U.D.C.	13,878	1,099	1,009	16th July, 1924 ...	.....
Dukinfield M.B.	19,509	1,407	...	.....	No scheme
*Eccles M.B.	44,242	2,057	2,057	2nd June, 1924 ...	.....
Failsworth U.D.C.	16,973	1,072	...	.....	No scheme. See Man- chester C.B.
*Farnworth U.D.C.	27,894	1,504	1,504	11th September, 1923	.....
*Glossop M.B.	20,531	3,052	3,052	1st January, 1925 ...	.....
Glossop Dale R.D.C. ...	3,780	17,891	...	.....	No scheme
Golborne U.D.C.	7,183	1,679	...	.....	No scheme
Hale U.D.C.	9,300	1,288	1,283	22nd December, 1917, first portion ; 26th July, 1923, for remainder	.....
Handforth U.D.C.	904	1,311	1,311	5th January, 1922	.....
Haslingden M.B.	17,486	8,203	...	.....	No scheme
Haydock U.D.C.	10,330	2,411	...	.....	No scheme
Hayfield R.D.C.	4,520	10,282	...	.....	No scheme
Hazel Grove and Bramhall U.D.C.	10,127	5,447	1,728	8th August, 1913 ...	.....

* Indicates town planning compulsory, population of district exceeds 20,000.

Local authority	Popula- tion, 1921 Census	Area in acres	Area of scheme in acres	Date of Authority to prepare town planning scheme or date of resolution	Remarks
*Heywood M.B.	26,693	3,658	3,657	12th July, 1922 ...	.....
*Hindley U.D.C.	23,563	2,612	2,612	8th January, 1924	.....
Hollingworth U.D.C. ..	2,466	2,086	...	.....	No scheme
Horwich U.D.C.	15,621	3,257	3,254	2nd August, 1922 ...	.....
Hurst U.D.C.	8,074	637	...	.....	No scheme
*Hyde M.B.	33,424	3,079	3,080	13th October, 1924...	.....
*Ince-in-Makerfield U.D.C.	22,855	2,320	2,320	14th November, 1923	.....
Irlam U.D.C.	9,471	4,717	4,717	24th March, 1925 ...	.....
Kearsley U.D.C.	9,610	1,004	1,004	10th October, 1923...	.....
Knutsford U.D.C.	5,415	1,760	1,760	7th April, 1925 ..	.....
Lees U.D.C.	4,789	288	...	.....	No scheme
*Leigh M.B.	45,532	6,359	6,359	31st October, 1924...	.....
Leigh R.D.C.	10,714	11,574	...	.....	No scheme
Limehurst R.D.C.	9,347	4,689	...	.....	No scheme
Littleborough U.D.C. ...	11,488	7,855	7,738	13th June, 1925 ...	.....
Little Hulton U.D.C. ...	7,910	1,699	1,414	18th December, 1915.	.....
Little Lever U.D.C....	4,809	808	808	28th July, 1924 ...	.....
Lymm U.D.C.	5,283	4,374	4,374	23rd February, 1925	.....
*Macclesfield M.B.	33,846	3,214	3,214	10th October, 1923...	.....
Macclesfield R.D.C. ...	17,045	79,494	79,494	December, 1924 ...	.....
*Manchester C.B.	730,307	21,690	5,269	10th December, 1914.	Scheme " B " Scheme " A " (including the fol- lowing portions of— Failsworth U.D., 281 acres ; Chadderton U.D., 566 acres Scheme " C "
			7,354	27th June, 1921 ...	
			3,752	5th August, 1925 ..	
Marple U.D.C.	6,608	3,055	3,055	1st December, 1924...	.....
*Middleton M.B.	28,309	4,775	3,781 997	6th October, 1920 ... 23rd September, 1920	.....
Milnrow U.D.C.	8,390	5,194	5,194	10th September, 1924	.....

* Indicates town planning compulsory, population of district exceeds 20,000.

Local authority	Population, 1921 Census	Area in acres	Area of scheme in acres	Date of Authority to prepare town planning scheme or date of resolution	Remarks
Mossley M.B.	12,793	3,624	...	.....	No scheme
Mottram-in-Longdendale U.D.C.	2,883	1,084	...	.....	No scheme
New Mills U.D.C.	8,490	5,204	...	.....	No scheme
Newton-in-Makerfield U.D.C.	18,772	3,105	2,518	26th November, 1913.	.....
Norden U.D.C....	4,066	5,358	5,051	1st October, 1923 ...	See Rochdale C.B.
*Oldham C.B.	144,983	4,735	...	.....	No scheme
Prestwich U.D.C.	18,750	2,448	{ 1,800 497	28th April, 1913 ... 12th December, 1923.	.....
*Radcliffe U.D.C.	24,759	3,082	3,082	14th July, 1924 ...	.....
Ramsbottom U.D.C.	15,381	6,423	6,423	8th October, 1925 ...	.....
*Rawtenstall M.B.	28,376	9,528	9,528	19th May, 1921 ...	.....
			63	8th August, 1911 ...	Approved by the Ministry of Health, 20th January, 1915
*Rochdale C.B.	90,816	6,446	1,576	19th December, 1914.	Also includes portions of— Norden U.D., 307 acres; Bury R.D., 202 acres
			4,218	3rd May, 1923 ...	.....
Royton U.D.C....	17,194	2,147	2,147	6th November, 1923.	.....
Runcorn R.D.C. (part)	9,881	6,965	...	.....	No scheme. Area taken is that within Joint Committee area only
Saddleworth U.D.C.... ...	12,562	16,930	16,930	1st December, 1924...	.....
Sale U.D.C.	16,329	2,006	2,006	2nd November, 1920.	.....
*Salford C.B.	234,045	5,202	2,084	17th June, 1916 ...	.....
Springhead U.D.C..... ...	4,963	1,555	1,555	14th July, 1924 ...	.....
*Stalybridge M.B.	25,216	3,132	3,132	9th June, 1924 ...	.....
*Stretford U.D.C.	46,535	3,240	2,947	5th July, 1921 ...	This scheme is in conjunction with the scheme of Urmston U.D.C.
*Stockport C.B.	123,309	7,063	1,060	9th May, 1913 ...	.....

* Indicates town planning compulsory, population of district exceeds 20,000.

Local authority	Population, 1921 Census	Area in acres	Area of scheme in acres	Date of authority to prepare town planning scheme or date of resolution	Remarks
*Swinton and Pendlebury U.D.C.	30,916	2,284	2,284	11th June, 1923 ...	.....
Tintwistle R.D.C.	2,071	13,619	...	.....	No scheme
Tottington U.D.C.	6,760	2,544	...	.....	No scheme
Turton U.D.C.	12,154	17,334	17,334	1st November, 1923	.....
Tyldesley-with-Shakerley U.D.C.	15,650	2,490	2,490	26th September, 1923	.....
Urmston U.D.C.	8,297	991	991	12th July, 1921 ...	This scheme is in con- junction with the scheme of Stretford U.D.C.
Wardle U.D.C.	4,468	3,192	...	.....	No scheme
*Warrington C.B.	76,811	3,057	1,475	18th December, 1912.	.....
Warrington R.D.C.	12,129	18,955	{ 5,900 13,055	3rd December, 1919. 7th December, 1921.	.....
Westhoughton U.D.C.	15,192	5,560	5,560	20th February, 1924.	.....
Whitefield U.D.C.	6,902	1,403	1,398	1st July, 1924 ...	.....
Whitworth U.D.C.	8,782	4,483	4,483	11th May, 1925 ...	.....
Wilmslow U.D.C.	8,282	5,090	5,090	23rd April, 1923 ...	.....
Worsley U.D.C.	13,929	5,434	5,434	14th May, 1923 ...	.....
Yeardsley-cum-Whaley U.D.C.	1,699	1,323	1,323	17th March, 1925 ...	.....

* Indicates town planning compulsory, population of district exceeds 20,000.

Total of local authorities' areas	653,888 acres.
Area controlled under town planning schemes	461,096 „
Area uncontrolled	192,792 „

Part IX.—CONCLUSIONS.

GENERAL.

General notes As previously indicated, at a special meeting of the Committee held on the 1st February, 1923, it was decided to reconstitute the Committee and proceed to prepare an advisory regional scheme.

Period for preparation of advisory scheme It was estimated that a period of three years would be required in which to prepare such advisory scheme, and on this estimate 96 of the 104 local authorities within the Region ultimately associated themselves with the Committee.

Issue of report and recommendations This period of three years terminates in February, 1926, and it is considered that the work of the Committee at this date is sufficiently far advanced to enable a report to be issued on the main lines of a regional scheme, and to lay down certain recommendations whereby it is hoped many of the various tentatively agreed proposals may become operative, without undue delay, in the future development of the Region.

No useful purpose can be served by delaying the issue of this report and the recommendations contained therein, and for the good of the Region it is essential that definite and concerted action should be taken to deal with the various proposals through the promotion of statutory schemes of planning under the Town Planning Act, 1925.

Expenses of the Committee It will be remembered that the expenses of the Committee were limited to a sum not in excess of the produce of one-tenth of a penny rate in the £ per annum over the areas of the associated authorities for a maximum period of three years.

To date, only two annual levies of one-tenth of a penny rate, amounting to a total sum of £13,951, have been made upon the associated authorities, and having regard to the stage the work of the Committee has now reached it will be unnecessary to call for the whole of the third annual levy. A fractional levy will be necessary to meet the expense of issuing this report and to meet certain expenditure connected with the dissolution of the Committee on its present basis and its re-constitution as recommended.

Using the regional scheme as now presented as the skeleton or outline of statutory town planning schemes for each decentralised area, it is considered that such statutory schemes under the Town Planning Act, 1925, could in most cases be prepared for each decentralised area during the next two or three years. Where local authorities associate in the setting up of decentralised area committees, their contributions, as part of the cost of preparing the statutory scheme, will be made to the particular decentralised area committee concerned.

Future
procedure

This action, necessitating some agreed annual contributions between associated local authorities for a further period of two or three years, will result in each associated authority obtaining a statutory scheme, and the future development of the Region secured on co-ordinated lines.

The procedure referred to is considered to be the most economical way of producing statutory town planning schemes for the whole Region, and, further, the collective responsibility of local authorities in the respective decentralised areas should in most cases enable any major regional proposals to be properly provided for.

This Committee covers a region which is unique in size, importance, and multiplicity of interests (local authority and otherwise), in so far as attempts have been or are being made to provide for and secure development on a regional basis.

Necessity of
action to give
effect to
Committee's
proposals

Heretofore advisory schemes of regional planning have been propounded in respect of areas altogether incomparable to that of the present Region.

The findings of other Regional Area Committees contain no useful precedent to this Committee, these Committees having apparently reached a concluding stage in the presentation and publication of a report merely indicating lines of future development, for the information of constituted authorities and for inclusion in their respective town planning schemes.

The Committee having produced a regional plan as indicated by this report, cannot in justice allow the result of their labours to become dormant. The Committee feels compelled to indicate a basis upon which local authorities should proceed to secure concerted and statutory action throughout the entire Region. Further, the Committee is in duty bound to make determined efforts to set in motion machinery whereby all future development may be properly

and legally controlled and provided for, and, most important of all, the essentials of improved health, home life, and working conditions secured. Hence the recommendation of the Committee as to the establishment of a series of decentralised area statutory town planning committees to give effect to regional proposals.

Too much emphasis cannot be laid upon the main feature that town planning is preventive action by virtue of control of development on proper lines, and that by proper and far-sighted planning a repetition of many of the evils associated with past uncontrolled town growth and development can be avoided, thereby also obviating the expenditure of large sums of money in remedial measures or schemes which are so necessary in every large town, due in a very great degree to a misunderstanding, or the impossibility of our forbears, to conceive of the modern requirements of life.

The community, comprising the industrial and commercial life of the Region, cannot afford to neglect the opportunity to provide for future development on lines which, so far as can be foreseen, are absolutely essential to the future prosperity of the Region, and the Committee considers that at this juncture its proposals are sufficiently mature to warrant immediate action being taken to secure statutory schemes over decentralised areas.

Co-ordination of
future activity

Several matters of a nature requiring co-ordinate action between local authorities, and consequent upon the enforcement of the regional proposals, will require consideration, but these are such as might be dealt with better by the suggested decentralised area statutory town planning committees, any co-ordinate action required between area committees being secured through the re-constituted joint advisory committee.

Committee's
proposals
recommended to
local authorities

In preparing the regional scheme the Committee has endeavoured to comply with the duties and functions ascribed to it, and the proposals indicated in this report are submitted and recommended to the various authorities concerned with an assurance that such proposals indicate a useful guide upon which the future development of the Region should be regulated.

The authorities concerned are especially requested to note that the realisation of a progressive programme of development for this most important Region entirely depends upon the incorporation of agreed regional proposals in statutory schemes under the Town Planning Act, 1925.

During the preparation of the advisory scheme every assistance has been rendered by the officials of the various local authorities concerned, and the Committee desires to place on record its appreciation of the valuable services so generously given.

Appreciation of
services
rendered
by local
authorities'
officials

The task of the Committee in presenting an advisory scheme could not have been accomplished so soon but for the earnestness with which all problems have been faced.

It is hoped that the enthusiasm displayed by all members of the Committee will continue throughout the remaining stages of securing statutory schemes whereby legal control of all future development is secured, and such development guided along lines considered best for the future prosperity of the Region and all concerned therein.

SUMMARY OF MAIN RECOMMENDATIONS TO LOCAL AUTHORITIES.

1. To promote, under the provisions of the Town Planning Act, 1925, schemes providing for the enforcement and/or carrying out of the various proposals recommended in this report in the development of the Region. For this purpose to apportion the Region into suitable areas, and for the local authorities within each such area to establish and authorise a statutory joint committee as permitted by section 2 (1) of the Town Planning Act, 1925, to proceed with the preparation of a statutory town planning scheme for the joint area. (See Appendix for draft suggested form of agreement between local authorities.)

Preparation of
statutory
schemes by
decentralised
area
Committees

2. To provide, through area statutory joint committees (referred to in 1 above), for the establishment of a new or re-constituted joint advisory committee for the Region as a whole.

Re-constitution
of Regional
Advisory
Committee

The principal functions of such committee might be :—

- (a) To secure co-ordination between area statutory committees in the preparing of schemes under the Town Planning Act.
- (b) To advise on differences which might arise between local authorities, or between a local authority and its area committee, or between area committees, during the preparation of statutory schemes.
- (c) To assist in securing agreements between appropriate Government Departments, County Councils, and local authorities or area committees respecting responsibility for

constructing and maintaining certain proposed regional roads and road improvements; the acquisition, control, and maintenance of certain regional public open spaces or reservations, and the preservation or acquisition and maintenance of buildings or places of ancient or historic interest.

- (d) To secure the co-ordination of any area schemes dealing with public utility services, including therein proposals for main drainage and sewage disposal.
- (e) To endeavour to secure additional legislation, applying the principles of town planning to areas already entirely developed, and the establishment of an appeal court for the Region in relation to the enforcement and/or carrying out of any provisions of a town planning scheme.

Recommended
proposals to be
included in
statutory
schemes

3. In particular, to provide, by suitable provisions in statutory town planning schemes for:—

- (a) Reserving the sites of the new roads, widenings and improvements, adopting the various widths and building lines suggested or recommended in this report, and the carrying out of any necessary work in connection therewith.
- (b) Regulating building development by zoning into areas for residential, business, industrial, and other purposes.
- (c) Additional recreational facilities, especially in the nature of playgrounds for children, and the reservation of lands adjacent to and including the banks of rivers and watercourses to form parkways.
- (d) Reserving considerable areas of land to remain in use for agricultural purposes.
- (e) The preservation of certain buildings or places of ancient or historical interest or of natural beauty.

Adoption of
model clauses

4. To adopt generally the model clauses of the Ministry of Health appertaining to town planning schemes, incorporating therein such of the character zones of the table recommended by the Committee as are applicable to the particular area.

On behalf of the Committee,

P. M. HEATH,
Honorary Secretary,
Town Hall,
Manchester,
January, 1926.

THOMAS TURNBULL,
Chairman.
HAROLD SHAWCROSS,
Deputy-Chairman (1921-1925).
JOHN F. STEELE,
Deputy-Chairman.

REPRESENTATION ON THE JOINT COMMITTEE, 1923-1926. ---

The following list contains the names of the members and officials of the various constituent local authorities, and other bodies, who have served on the Committee during the preparation of the regional scheme.

ABRAM URBAN DISTRICT—

Councillor R. S. Robson, J.P.	.. .. .	1923-1926
Mr. W. Aspinall (<i>Clerk</i>)	.. .. .	1923-1926
Mr. W. H. Roby (<i>Surveyor</i>)	.. .. .	1923-1926

ADLINGTON URBAN DISTRICT—

Councillor T. Riding, J.P.	.. .. .	1923-1926
Mr. W. Sumner (<i>Clerk</i>)	.. .. .	1923-1926
Mr. R. Edge (<i>Surveyor</i>)	.. .. .	1923-1926

ALDERLEY EDGE URBAN DISTRICT—

Councillor H. S. Hadwen, J.P.	.. .. .	1923-1924
Councillor E. Bancroft	.. .. .	1924-1926
Mr. W. Cobbett (<i>Clerk</i>)	.. .. .	1923-1926
Mr. H. Sheldon (<i>Surveyor</i>)	.. .. .	1923-1926

ALTRINCHAM URBAN DISTRICT—

Councillor W. G. Taylor, J.P.	.. .. .	1923-1924
Councillor J. Tadman	.. .. .	1924-1926
Mr. W. S. Stokoe (<i>Clerk</i>)	.. .. .	1923-1926
Mr. H. E. Brown (<i>Surveyor</i>)	.. .. .	1923-1926

ASHTON-UPON-MERSEY URBAN DISTRICT—

Councillor W. Worthington, J.P.	.. .. .	1923-1926
Mr. J. W. L. Foulkes (<i>Clerk</i>)	.. .. .	1923-1926
Mr. F. Hutton (<i>Surveyor</i>)	.. .. .	1923-1926

ASHTON-UNDER-LYNE MUNICIPAL BOROUGH—

Councillor J. Broadbent, J.P.	.. .. .	1923-1926
Councillor J. C. Titterington	.. .. .	1923-1924
Councillor E. Broadbent, J.P.	.. .. .	1924-1926
Mr. F. W. Bromley (<i>Town Clerk</i>)	.. .. .	1923-1926
Mr. J. Rowbottom (<i>Borough Surveyor</i>)	.. .. .	1923-1926

ATHERTON URBAN DISTRICT—

Councillor J. Kay.. ..	1923-1925
Councillor C. Fletcher	1925-1926
Mr. W. Garnett (<i>Clerk</i>).	1923-1924
Mr. A. E. Hope (<i>Clerk</i>)	1924-1926
Mr. F. H. Grimshaw (<i>Surveyor</i>)	1923-1926

AUDENSHAW URBAN DISTRICT—

Councillor G. W. Hurst, J.P.	1924-1926
Mr. F. E. Capper (<i>Clerk</i>)	1924-1926
Mr. W. Clough (<i>Surveyor</i>)	1924-1926

BACUP MUNICIPAL BOROUGH—

Councillor G. Baron	1923-1926
Councillor W. G. Lambert	1923-1926
Mr. A. G. Broom (<i>Town Clerk</i>)	1923-1926
Mr. W. H. Newton (<i>Borough Surveyor</i>)	1923-1924
Mr. F. W. Mozley (<i>Borough Surveyor</i>)	1924-1926

BARTON-UPON-IRWELL RURAL DISTRICT—

Councillor A. H. Manley	1923-1926
Mr. C. Faulkner (<i>Clerk</i>)	1923-1926
Mr. E. L. Leeming (<i>Surveyor</i>)	1923-1926

BILLINGE URBAN DISTRICT—

Councillor F. E. Sager	1923-1924
Councillor C. Holt	1924-1926
Mr. A. Darlington (<i>Clerk and Surveyor</i>)	1923-1926

BLACKROD URBAN DISTRICT—

Councillor A. Brindle, J.P.	1924-1926
Mr. A. Heyes (<i>Clerk and Surveyor</i>)	1924-1926

BOLLINGTON URBAN DISTRICT—

Councillor J. W. Hunstone	1923-1926
Mr. S. Knight (<i>Clerk and Surveyor</i>)	1923-1926

BOLTON COUNTY BOROUGH—

Alderman F. Cheadle, J.P.	1923-1926
Councillor J. F. Steele, J.P.	1923-1926
<i>(Deputy-Chairman).</i>	
Mr. S. Parker (<i>Town Clerk</i>)	1923-1926
Mr. E. L. Morgan, O.B.E. (<i>Borough Surveyor</i>)..	1923-1926

BOWDON URBAN DISTRICT—

Councillor H. A. Reed	.. .. .	1923-1926
Mr. W. Paterson (<i>Clerk</i>)	.. .. .	1923-1926
Mr. H. Pownall (<i>Surveyor</i>)	.. .. .	1923-1926

BREDBURY AND ROMILEY URBAN DISTRICT—

Councillor G. F. Cooke	.. .. .	1923-1926
Mr. S. Axon (<i>Clerk</i>)	.. .. .	1923-1926
Mr. A. Plunkett (<i>Surveyor</i>)	.. .. .	1923
Mr. H. W. Marsden (<i>Surveyor</i>)	.. .. .	1923-1926

BUCKLOW RURAL DISTRICT—

Councillor W. H. Carter, J.P., C.C...	.. .. .	1923-1925
Mr. G. Leigh, J.P. (<i>Clerk</i>)	.. .. .	1923-1925
Mr. R. C. Aldous (<i>Surveyor</i>)	.. .. .	1923-1924
Mr. R. C. Cordon (<i>Surveyor</i>)	.. .. .	1924-1925

BURY COUNTY BOROUGH—

Councillor H. Ashworth	.. .. .	1923
Councillor J. Hill, J.P.	.. .. .	1923-1926
Councillor J. D. Lepp	.. .. .	1923-1926
Mr. R. Moore (<i>Town Clerk</i>)	.. .. .	1923-1926
Mr. J. H. Settle (<i>Borough Surveyor</i>)	.. .. .	1923-1926

BURY RURAL DISTRICT—

Councillor A. H. Lord..	.. .. .	1923-1925
Councillor E. Sharples	.. .. .	1925-1926
Mr. J. Isherwood (<i>Clerk</i>)	.. .. .	1923-1926
Mr. A. B. Crosby (<i>Surveyor</i>)	.. .. .	1923-1925

BUXTON MUNICIPAL BOROUGH—

Councillor W. Goodwin	.. .. .	1924-1926
Councillor W. Macdonald	.. .. .	1924-1926
Mr. H. G. Curtis (<i>Town Clerk</i>)	.. .. .	1924-1926
Mr. F. Langley (<i>Borough Surveyor</i>)	.. .. .	1924-1926

CHADDERTON URBAN DISTRICT—

Councillor W. Crossley, J.P.	.. .. .	1923-1926
Mr. J. Schofield, M.B.E. (<i>Clerk</i>)	.. .. .	1923-1926
Mr. A. W. Cox (<i>Surveyor</i>)	.. .. .	1923-1926

CHAPEL-EN-LE-FRITH RURAL DISTRICT—

Councillor A. Sims, C.C.	.. .. .	1923-1926
Mr. L. Jagger (<i>Clerk</i>)	.. .. .	1923-1926
Mr. E. J. Hunter (<i>Surveyor</i>)	.. .. .	1923-1926

CHEADLE AND GATLEY URBAN DISTRICT—

Councillor J. H. Hobbins, J.P.	.. .. .	1923-1926
Mr. J. H. Johnson (<i>Clerk</i>)	.. .. .	1923-1924
Mr. W. Timperley (<i>Clerk</i>)	.. .. .	1924-1926
Mr. P. H. Molyneux (<i>Surveyor</i>)	.. .. .	1923-1926

CHORLEY MUNICIPAL BOROUGH—

Councillor E. Ashton	.. .. .	1925-1926
Councillor F. Frewin	.. .. .	1923-1924
Councillor J. Karfoot, J.P. (deceased)	.. .. .	1923-1925
Councillor W. Wilcock	.. .. .	1924-1926
Mr. J. Mills (<i>Town Clerk</i>)	.. .. .	1923-1926
Mr. G. H. Hopkinson (<i>Borough Surveyor</i>)	.. .. .	1923-1926

CHORLEY RURAL DISTRICT—

Councillor C. F. Sixsmith, J.P.	.. .. .	1923-1926
Mr. R. E. Aspden (<i>Clerk</i>)	.. .. .	1923-1926
Mr. W. Cotterill (<i>Surveyor</i>)	.. .. .	1923-1926

COMPSTALL URBAN DISTRICT—

Councillor B. H. Walker	.. .. .	1924-1926
Mr. H. Newton (<i>Clerk</i>)	.. .. .	1924-1926
Mr. T. M. Bevan (<i>Surveyor</i>) (deceased)	.. .. .	1924
Mr. C. S. Righton (<i>Surveyor</i>).	.. .. .	1924-1926

CROMPTON URBAN DISTRICT—

Councillor J. E. Mellor	.. .. .	1923-1924
Councillor J. W. Pogson	.. .. .	1924-1926
Mr. F. F. Gartside (<i>Clerk</i>)	.. .. .	1923-1926
Mr. J. Fothergill (<i>Surveyor</i>)	.. .. .	1923-1926

DENTON URBAN DISTRICT—

Councillor T. Mallalieu, J.P.	.. .. .	1923-1925
Councillor A. Brown, J.P.	.. .. .	1925-1926
Mr. W. Richards (<i>Clerk</i>)	.. .. .	1923-1926
Mr. J. B. Cooke (<i>Surveyor</i>)	.. .. .	1923-1926

DISLEY RURAL DISTRICT—

Councillor J. Entwistle	.. .. .	1924-1925
Councillor F. Southern	.. .. .	1925-1926
Mr. J. L. Lowe (<i>Clerk</i>)	.. .. .	1924-1926
Mr. J. W. Pearson (<i>Surveyor</i>)	.. .. .	1924-1926

DROYLSDEN URBAN DISTRICT—

Councillor W. A. Haughton, J.P.	..	..	..	1923-1925
Councillor T. Hetherington	..	..	..	1925-1926
Mr. G. Smith (<i>Clerk</i>)	..	..	..	1923-1926
Mr. C. Hall (<i>Surveyor</i>)	..	..	..	1923-1926

DUKINFIELD MUNICIPAL BOROUGH—

Councillor H. D. Brice, C.C.	..	..	..	1924-1926
Councillor S. H. Garforth	..	..	..	1924
Councillor A. E. Grundy	..	..	..	1924-1926
Mr. E. Barlow (<i>Town Clerk</i>)	..	..	..	1924-1926
Mr. S. Hague (<i>Borough Surveyor</i>)	..	..	..	1924-1926

ECCLES MUNICIPAL BOROUGH—

Councillor J. H. Chapman	..	..	..	1925-1926
Councillor J. Hindley	..	..	..	1925-1926
Councillor W. Hughes	..	..	..	1923-1925
Councillor H. Leeson	..	..	..	1923-1925
Mr. E. Parkes, M.B.E. (<i>Town Clerk</i>)	..	..	..	1923-1926
Mr. T. S. Picton (<i>Borough Surveyor</i>)	..	..	..	1923-1924
Mr. T. Elce (<i>Borough Surveyor</i>)	..	..	..	1925-1926

FAILSWORTH URBAN DISTRICT—

Councillor W. Dunkerley, J.P.	..	..	..	1925-1926
Councillor J. Hibbert, J.P.	..	..	..	1923-1924
Councillor W. G. T. Wade, J.P.	..	..	..	1924-1925
Mr. H. C. Broome (<i>Clerk</i>)	..	..	..	1923-1926
Mr. J. W. E. Brown (<i>Surveyor</i>)	..	..	..	1923-1926

FARNWORTH URBAN DISTRICT—

Councillor the Rev. J. Wilcockson	..	..	..	1923-1926
Mr. W. Tyldsley (<i>Clerk</i>)	..	..	..	1923-1926
Mr. T. Stone (<i>Surveyor</i>)	..	..	..	1923-1925
Mr. F. Ashton (<i>Surveyor</i>)	..	..	..	1925-1926

GLOSSOP MUNICIPAL BOROUGH—

Alderman J. Platt	..	..	..	1923-1926
Alderman G. Wharmby	..	..	..	1923-1926
Mr. G. H. Lea (<i>Town Clerk</i>)	..	..	..	1923-1926
Mr. W. A. Mitchell (<i>Borough Surveyor</i>)	..	..	..	1923-1926

GLOSSOP DALE RURAL DISTRICT—

Councillor J. S. Wood.. ..	1923-1926
Mr. C. F. V. Fenton (<i>Clerk</i>)	1923-1926
Mr. C. E. Storey (<i>Surveyor</i>)	1923-1926

GOLBORNE URBAN DISTRICT—

Councillor E. Prescott	1923-1926
Mr. H. Eckersley (<i>Clerk</i>)	1923-1926
Mr. J. W. Hart (<i>Surveyor</i>).. ..	1923-1924
Mr. J. Ford (<i>Surveyor</i>)	1925-1926

HALE URBAN DISTRICT—

Councillor J. Percival	1923-1925
Mr. J. G. Whyatt (<i>Clerk</i>)	1923-1925
Mr. T. Blagburn (<i>Surveyor</i>)	1923-1925

HANDFORTH URBAN DISTRICT—

Councillor F. Smithson	1925-1926
Councillor J. Travis	1923-1925
Mr. F. Arden, M.B.E. (<i>Clerk</i>)	1923-1926
Mr. P. B. Adshead (<i>Town Planning Surveyor</i>)..	1923-1926

HASLINGDEN MUNICIPAL BOROUGH—

Councillor T. Brown	1924-1925
Councillor J. Hasler	1923, 1925-26
Councillor J. Hoyle	1923
Councillor T. Lord	1924
Councillor H. Warburton	1925-1926
Councillor E. Yates	1924-1925
Mr. W. Musgrove (<i>Town Clerk</i>)	1923-1926
Mr. R. Taylor (<i>Borough Surveyor</i>)	1923-1926

HAYFIELD RURAL DISTRICT—

Councillor G. Griffiths	1925-1926
Councillor R. Mellor	1924-1925
Mr. J. R. Bowden (<i>Clerk</i>)	1924-1926
Mr. E. Swift (<i>Surveyor</i>)	1924-1926

HAZEL GROVE AND BRAMHALL URBAN DISTRICT—

Councillor W. Garner	1923-1926
Mr. F. Pidgeon (<i>Clerk</i>)	1923-1926
Mr. G. S. Doncaster (<i>Surveyor</i>).. ..	1923-1926

HEYWOOD MUNICIPAL BOROUGH—

Councillor M. Kay	.. .. .	1923-1926
Councillor A. Kershaw	.. .. .	1923-1926
Alderman D. Marlow (deceased)	.. .. .	1923
Mr. G. G. Bouchier (<i>Town Clerk</i>)	.. .. .	1923-1926
Mr. J. B. Nuttall (<i>Borough Surveyor</i>)	.. .. .	1923-1926

HINDLEY URBAN DISTRICT—

Councillor J. Meadows	.. .. .	1923-1924
Councillor T. Ogden	.. .. .	1925-1926
Councillor J. Smith	.. .. .	1924-1925
Mr. T. Robey (<i>Clerk</i>)	.. .. .	1923-1926
Mr. O. P. Abbott (<i>Surveyor</i>)	.. .. .	1923-1926

HOLLINGWORTH URBAN DISTRICT—

Councillor G. F. Stott	.. .. .	1924-1925
Councillor Mrs. L. Graham	.. .. .	1925-1926
Mr. G. H. Wilson (<i>Clerk</i>)	.. .. .	1924-1926
Mr. W. Pitt (<i>Surveyor</i>)	.. .. .	1924-1926

HORWICH URBAN DISTRICT—

Councillor J. G. Dickinson, J.P., C.C.	.. .. .	1923-1926
Mr. W. Carter, M.B.E. (<i>Clerk</i>)	.. .. .	1923-1926
Mr. T. Green (<i>Surveyor</i>)	.. .. .	1923-1926

HYDE MUNICIPAL BOROUGH—

Alderman W. Fowden	.. .. .	1923-1924
The Right Worshipful the Mayor, Alderman J. Hibbert, J.P...	.. .. .	1924-1926
Councillor A. Shaw, J.P.	.. .. .	1923-1926
Mr. T. Brownson, B.A. (<i>Town Clerk</i>)	.. .. .	1923-1926
Mr. J. H. Ward (<i>Borough Surveyor</i>)	.. .. .	1923-1926

INCE-IN-MAKERFIELD URBAN DISTRICT—

Councillor H. Webster	.. .. .	1923-1926
Mr. A. F. Howgate (<i>Clerk</i>)	.. .. .	1923-1926
Mr. A. T. Swain (<i>Surveyor</i>)	.. .. .	1923-1926

IRLAM URBAN DISTRICT—

Councillor H. Unsworth, J.P.	.. .. .	1923-1926
Mr. J. Cooke (<i>Clerk</i>)	.. .. .	1923-1924
Mr. E. Jones (<i>Clerk</i>)	.. .. .	1924-1926
Mr. W. H. Gamble (<i>Surveyor</i>)	.. .. .	1923-1924
Mr. W. G. Codling (<i>Surveyor</i>)	.. .. .	1924-1926

KEARSLEY URBAN DISTRICT—

Councillor C. F. Howard, J.P.	1923-1926
Mr. H. Martin (<i>Clerk</i>)	1923-1926
Mr. E. Shaw (<i>Surveyor</i>)	1923-1926

KNUTSFORD URBAN DISTRICT—

Councillor Mrs. A. J. Leigh	1924-1926
Councillor M. Penn	1923-1924
Mr. H. Caldecutt (<i>Clerk</i>)	1923-1926
Mr. R. W. Marshall (<i>Surveyor</i>)	1923-1926

LEES URBAN DISTRICT—

Councillor H. E. Andrew, J.P.	1923-1924
Councillor J. Buckley	1924-1926
Mr. W. Ogden (<i>Clerk</i>)	1923-1926
Mr. J. W. Liversage (<i>Surveyor</i>)	1923-1926

LEIGH MUNICIPAL BOROUGH—

Councillor A. Betton	1924-1926
Councillor W. Higenbottam	1923-1924
Councillor G. Holden, J.P.	1923-1924
Alderman H. Speakman, J.P.	1924-1926
Mr. T. B. Bamber (<i>Town Clerk</i>)	1923-1926
Mr. T. A. Clare (<i>Borough Surveyor</i>)	1923-1926

LEIGH RURAL DISTRICT—

Councillor W. Twist	1923-1926
Mr. E. Williams (<i>Clerk</i>)	1923-1926
Mr. H. W. Boardman (<i>Surveyor</i>)	1923-1926
Mr. C. R. Lynam (<i>Surveyor</i>)	1923-1926

LIMEHURST RURAL DISTRICT—

Councillor J. E. Ludlam, J.P.	1923-1926
Mr. J. W. C. Titterington (<i>Clerk</i>)	1923-1926
Mr. R. Thompson (<i>Surveyor</i>)	1923-1926

LITTLEBOROUGH URBAN DISTRICT—

Councillor J. Brook (deceased)	1923-1924
Councillor A. England	1924-1926
Mr. G. H. Wild (<i>Clerk and Surveyor</i>)	1923-1926

LITTLE HULTON URBAN DISTRICT—					
Councillor J. Eastham, J.P.	..	..	..	..	1923-1926
Mr. J. H. Heyes (<i>Clerk</i>)	..	..	..	..	1923-1926
Mr. J. T. Davies (<i>Surveyor</i>)	..	..	..	..	1923-1926
LITTLE LEVER URBAN DISTRICT—					
Councillor T. H. Chatton, J.P.	..	..	..	..	1923-1926
Mr. J. Seddon (<i>Clerk and Surveyor</i>)	..	..	..	..	1923-1926
LYMM URBAN DISTRICT—					
Councillor S. A. Duguid	..	..	..	..	1923-1926
Mr. W. Timperley (<i>Clerk</i>)	..	..	..	..	1923-1924
Mr. N. Holt (<i>Clerk</i>)	..	..	..	..	1924-1926
Mr. D. Mort (<i>Surveyor</i>)	..	..	..	..	1923-1926
MACCLESFIELD MUNICIPAL BOROUGH—					
Alderman W. Frost, J.P., C.C.	..	..	..	..	1923-1926
Alderman A. Frith, J.P.	..	..	..	..	1923-1926
Mr. F. R. Oldfield (<i>Town Clerk</i>)	..	..	..	..	1923-1926
Mr. E. Hamson (<i>Borough Surveyor</i>)	..	..	..	..	1923-1926
MACCLESFIELD RURAL DISTRICT—					
Councillor L. R. Williams	..	..	..	..	1923-1926
Mr. F. Harrison (<i>Deputy-Clerk</i>)	..	..	..	..	1923-1926
Mr. J. Thorpe (<i>Surveyor</i>)	..	..	..	..	1923-1926
MANCHESTER COUNTY BOROUGH—					
Alderman T. Turnbull, C.B.E., D.L., J.P. (<i>Chairman</i>)	..	..	..	..	1923-1926
Alderman W. T. Jackson, J.P.	..	..	..	..	1923-1926
Mr. P. M. Heath (<i>Town Clerk</i>) (<i>Hon. Secretary</i>)	..	..	..	..	1923-1926
Mr. J. Luke (<i>City Surveyor</i>)	..	..	..	..	1923-1926
MARPLE URBAN DISTRICT—					
Councillor J. H. Wild	..	..	..	..	1923-1926
Mr. J. Freeman (<i>Clerk</i>)	..	..	..	..	1923-1926
Mr. D. J. Diver (<i>Surveyor</i>)	..	..	..	..	1923-1926
MIDDLETON MUNICIPAL BOROUGH—					
Alderman R. Grundy, J.P.	..	..	..	..	1923-1924
The Right Worshipful the Mayor, Councillor A. H. Hollingworth, J.P.	..	..	..	..	1924-1926
Councillor W. B. Scott, J.P.	..	..	..	..	1923-1926
Mr. J. P. Walmsley (<i>Town Clerk</i>)	..	..	..	..	1923-1926
Mr. P. Harrison (<i>Borough Surveyor</i>)	..	..	..	..	1923-1926

MILNROW URBAN DISTRICT—

Councillor J. Brearley	1923-1924
Councillor A. L. Mills	1924-1926
Mr. H. Hargreaves (<i>Clerk</i>)	1923-1926
Mr. A. S. Whipp (<i>Surveyor</i>)	1923-1926

NEWTON-IN-MAKERFIELD URBAN DISTRICT—

Councillor E. J. W. Mullins	1923-1926
Mr. C. Cole (<i>Clerk</i>)	1923-1926
Mr. R. Latham (<i>Surveyor</i>)	1923-1926

NORDEN URBAN DISTRICT—

Councillor J. Smith	1923-1926
Mr. S. L. Coupe (<i>Clerk</i>)	1923-1926
Mr. J. H. Crosby (<i>Surveyor</i>)	1923-1926

OLDHAM COUNTY BOROUGH—

Councillor J. Hague	1923-1926
Alderman F. Houghton, J.P.	1923-1926
Mr. J. J. Williams, L.L.M. (<i>Town Clerk</i>) ..	1923-1926
Mr. J. H. Bentley (<i>Borough Surveyor</i>) (deceased)	1923-1924
Mr. J. Ashurst (<i>Borough Surveyor</i>)	1924-1926

PRESTWICH URBAN DISTRICT—

Councillor H. T. Crook, D.L., J.P.	1925-1926
Councillor W. Done	1923-1925
Mr. F. H. Ashton (<i>Clerk</i>)	1923-1926
Mr. M. A. Piercy (<i>Surveyor</i>)	1923-1926

RADCLIFFE URBAN DISTRICT—

Councillor T. Holt	1925-1926
Councillor W. Brooks, J.P.	1923-1925
Mr. S. Mills, M.B.E. (<i>Clerk</i>)	1923-1926
Mr. W. L. Rothwell (<i>Surveyor</i>)	1923-1925
Mr. G. E. Wrigley (<i>Surveyor</i>)	1925-1926

RAMSBOTTOM URBAN DISTRICT—

Councillor D. Shilton	1923-1926
Mr. J. W. Barlow (<i>Clerk</i>)	1923-1924
Mr. R. Ramsbottom (<i>Clerk</i>)	1924-1926
Mr. T. H. Bell (<i>Surveyor</i>)	1923-1926

RAWTENSTALL MUNICIPAL BOROUGH—

Alderman R. Ashworth	1923-1926
Alderman J. Barnes	1923-1926
Mr. J. Whalley (<i>Town Clerk</i>)	1923-1926
Mr. J. Johnson (<i>Borough Surveyor</i>)	1923-1926

ROCHDALE COUNTY BOROUGH—

Councillor C. H. Bryning, J.P.	1923-1924
Councillor Crossley	1925-1926
Councillor H. Shawcross, J.P.	1923-1925
(<i>Deputy-Chairman 1923-1925</i>).	
The Right Worshipful the Mayor, Councillor H. Wycherley, J.P.	1924-1926
Mr. W. H. Hickson, O.B.E. (<i>Town Clerk</i>)	1923-1926
Mr. S. H. Morgan (<i>Borough Surveyor</i>)	1923-1926

ROYTON URBAN DISTRICT—

Councillor H. Beswick, C.C.	1924-1925
Councillor J. Egerton	1923-1924
Councillor T. H. Lowe	1925-1926
Mr. E. Harrison (<i>Clerk</i>)	1923-1926
Mr. J. Pattison (<i>Surveyor</i>)	1923-1926

RUNCORN RURAL DISTRICT—

Councillor G. Pilling, J.P.	1923-1926
Mr. G. F. Ashton (<i>Clerk</i>)	1923-1926
Mr. J. Swinton (<i>Surveyor</i>)	1923-1926

SADDLEWORTH URBAN DISTRICT—

Councillor R. Mallalieu, J.P.	1923-1926
Mr. V. Joyce (<i>Clerk</i>)	1923-1926
Mr. J. H. Reynolds (<i>Surveyor</i>)	1923-1926

SALE URBAN DISTRICT—

Councillor R. J. McBeath, J.P., C.C.	1923-1926
Mr. D. Hallewell (<i>Clerk</i>)	1923-1926
Mr. W. Holt (<i>Surveyor</i>) (deceased)	1923
Mr. E. Bleakley (<i>Surveyor</i>)	1923-1926

SALFORD COUNTY BOROUGH—

Councillor Ashcroft	1925-1926
Councillor G. Brown, J.P.	1925-1926
Councillor F. A. Luckarift	1923-1925
Councillor E. Sutton (deceased)	1923-1925
Mr. L. C. Evans (<i>Town Clerk</i>)	1923-1926
Mr. E. B. Martin (<i>Borough Surveyor</i>)	1923-1926

SPRINGHEAD URBAN DISTRICT—

Councillor J. Birkenshaw	1924-1926
Councillor J. Bradley, J.P.	1923-1924
Mr. G. F. Tanner (<i>Clerk</i>)	1923-1926
Mr. F. Bullivant (<i>Surveyor</i>)	1923-1926

STALYBRIDGE MUNICIPAL BOROUGH—

Alderman Mrs. A. Summers, M.B.E., J.P. ..	1923-1926
Alderman J. Storrs, J.P.	1923-1926
Mr. F. H. Worsley (<i>Town Clerk</i>)	1923-1926
Mr. J. N. White (<i>Borough Surveyor</i>)	1923-1926

STRETTFORD URBAN DISTRICT—

Councillor J. Child	1925-1926
Councillor J. Ridge (deceased)	1923-1925
Mr. G. H. Abrahams (<i>Clerk</i>)	1923-1926
Mr. E. Worrall (<i>Surveyor</i>)	1923-1926

SWINTON AND PENDLEBURY URBAN DISTRICT—

Councillor J. Davies	1923-1924
Councillor S. Jackson	1924-1926
Mr. W. T. Postlethwaite (<i>Clerk</i>)	1923-1926
Mr. H. Entwistle (<i>Surveyor</i>)	1923-1926

TINTWISTLE RURAL DISTRICT—

Councillor C. B. Storrs	1923-1926
Mr. D. Pennington, C.C. (<i>Clerk</i>)	1923-1926
Mr. C. E. Storey (<i>Surveyor</i>)	1923-1926

TOTTINGTON URBAN DISTRICT—

Councillor E. Lomax, J.P.	1923-1925
Councillor J. Whittaker	1925-1926
Mr. H. Holt (<i>Clerk</i>)	1923-1926
Mr. L. Kenyon (<i>Surveyor</i>)	1923-1926

TURTON URBAN DISTRICT—

Councillor W. W. Schofield	1923-1925
Councillor S. H. Spring	1925-1926
Mr. A. Baldwin (<i>Clerk</i>)	1923-1926
Mr. V. W. Laithwaite (<i>Surveyor</i>)	1923-1926

TYLDESLEY-WITH-SHAKERLEY URBAN DISTRICT—

Councillor T. Brimelow, J.P.	.. .. .	1925-1926
Councillor J. Roach, J.P.	.. .. .	1923-1925
Mr. W. J. Matthews (<i>Clerk</i>)	.. .. .	1923-1926
Mr. F. E. Jones (<i>Surveyor</i>)	.. .. .	1923-1926

URMSTON URBAN DISTRICT—

Councillor C. Davies, J.P.	.. .. .	1923-1926
Mr. T. J. Rowland (<i>Clerk</i>) (deceased)	.. .. .	1923-1924
Mr. J. Holker (<i>Clerk</i>)	.. .. .	1924-1926
Mr. J. Heath (<i>Surveyor</i>)	.. .. .	1923-1926

WARDLE URBAN DISTRICT—

Councillor W. Fletcher	.. .. .	1923-1924
Councillor J. J. Leach	.. .. .	1924-1926
Mr. J. D. Hurst (<i>Clerk and Surveyor</i>)	.. .. .	1923-1926

WARRINGTON COUNTY BOROUGH—

The Right Worshipful the Mayor, Alderman A. Bennett, J.P.	.. .. .	1923-1926
Councillor D. Plinston, J.P.	.. .. .	1923-1926
Mr. A. T. Hallaway (<i>Town Clerk</i>)	.. .. .	1923-1926
Mr. A. M. Ker, B.Sc. (<i>Borough Surveyor</i>)	.. .. .	1923-1926

WARRINGTON RURAL DISTRICT—

Councillor W. Furness, J.P.	.. .. .	1923-1926
Mr. E. J. Sutton (<i>Clerk</i>)	.. .. .	1923-1926
Mr. B. S. Newcombe (<i>Surveyor</i>)	.. .. .	1923-1926

WESTHOUGHTON URBAN DISTRICT—

Councillor T. Billington	.. .. .	1923-1926
Mr. J. Dickinson (<i>Clerk</i>)	.. .. .	1923-1926
Mr. G. Hayes (<i>Surveyor</i>)	.. .. .	1923-1926

WHITEFIELD URBAN DISTRICT—

Councillor H. Spencer	.. .. .	1924-1926
Councillor R. Whipp	.. .. .	1923-1924
Mr. C. F. Porter (<i>Clerk</i>)	.. .. .	1923-1926
Mr. G. M. Denton (<i>Surveyor</i>)	.. .. .	1923-1925
Mr. J. Knight (<i>Surveyor</i>)	.. .. .	1925-1926

WHITWORTH URBAN DISTRICT—

Councillor W. A. Clegg	.. .. .	1923-1926
Mr. J. H. Stott (<i>Clerk</i>)	.. .. .	1923-1926
Mr. R. Archer (<i>Surveyor</i>)	.. .. .	1924-1926
Mr. J. C. Clegg (<i>Surveyor</i>)	.. .. .	1923-1924

WILMSLOW URBAN DISTRICT—

Councillor J. Whiteside, J.P., C.C.	.. .. .	1923-1926
Mr. H. Cliffe (<i>Clerk</i>)	.. .. .	1923-1926
Mr. A. S. Cartwright (<i>Surveyor</i>)	.. .. .	1923-1926

WORSLEY URBAN DISTRICT—

Councillor W. M. Rogerson, C.C.	.. .. .	1923-1926
Mr. I. Healey (<i>Clerk</i>)	.. .. .	1923-1926
Mr. J. Howard (<i>Surveyor</i>)	.. .. .	1923-1926

YEARDSLEY-CUM-WHALEY URBAN DISTRICT—

Councillor E. T. Yates	.. .. .	1923-1926
Mr. S. Taylor (<i>Clerk</i>)	.. .. .	1923-1924
Mr. J. E. Griffiths (<i>Clerk</i>)	.. .. .	1924-1926
Mr. W. Butler (<i>Surveyor</i>)	.. .. .	1923-1926

CO-OPTED MEMBERS.

CHESHIRE COUNTY COUNCIL—

Alderman C. S. Pain, J.P.	.. .. .	1923-1926
Alderman C. E. Davenport, J.P.		1923-1926

DERBYSHIRE COUNTY COUNCIL—

Councillor R. Thornley, J.P.		1923-1926
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LANCASHIRE COUNTY COUNCIL—

Councillor Dr. J. C. Beckitt		1925-1926
Councillor S. Smethurst		1923-1925
Dr. J. J. Butterworth (<i>Medical Officer of Health</i>)		1923-1926

YORKSHIRE (WEST RIDING) COUNTY COUNCIL—

Alderman B. Turner		1923-1926
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THE GARDEN CITY AND TOWN PLANNING ASSOCIATION—

Mr. E. Barker		1923-1926
Mr. A. W. Hennings, F.R.I.B.A.		1923-1926

MANCHESTER SOCIETY OF ARCHITECTS—

Mr. F. B. Dunkerley, J.P., F.R.I.B.A.	1923-1926
Mr. I. Taylor, F.R.I.B.A.	1924-1926
Dr. P. S. Worthington, Litt.D., M.A., F.R.I.B.A.	1923-1924

MANCHESTER CHAMBER OF COMMERCE.—

Sir W. Clare Lees	1923-1924
Sir Edward Rhodes	1923-1924
Dr. Alfred Rée, F.I.C.	1924-1926
Mr. C. Roberts (deceased)	1924-1925

ROADS IMPROVEMENT ASSOCIATION—

Mr. H. Bright	1923-1926
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TOWN PLANNING INSTITUTE (NORTHERN DIVISION)—

Mr. J. Hembrow, F.R.I.B.A.	1923-1926
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ANCIENT MONUMENTS SOCIETY—

Mr. J. Swarbrick, F.R.I.B.A.	1925-1926
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Representatives of the Ministry of Health and the Ministry of Transport have also attended the meetings of the Committee.

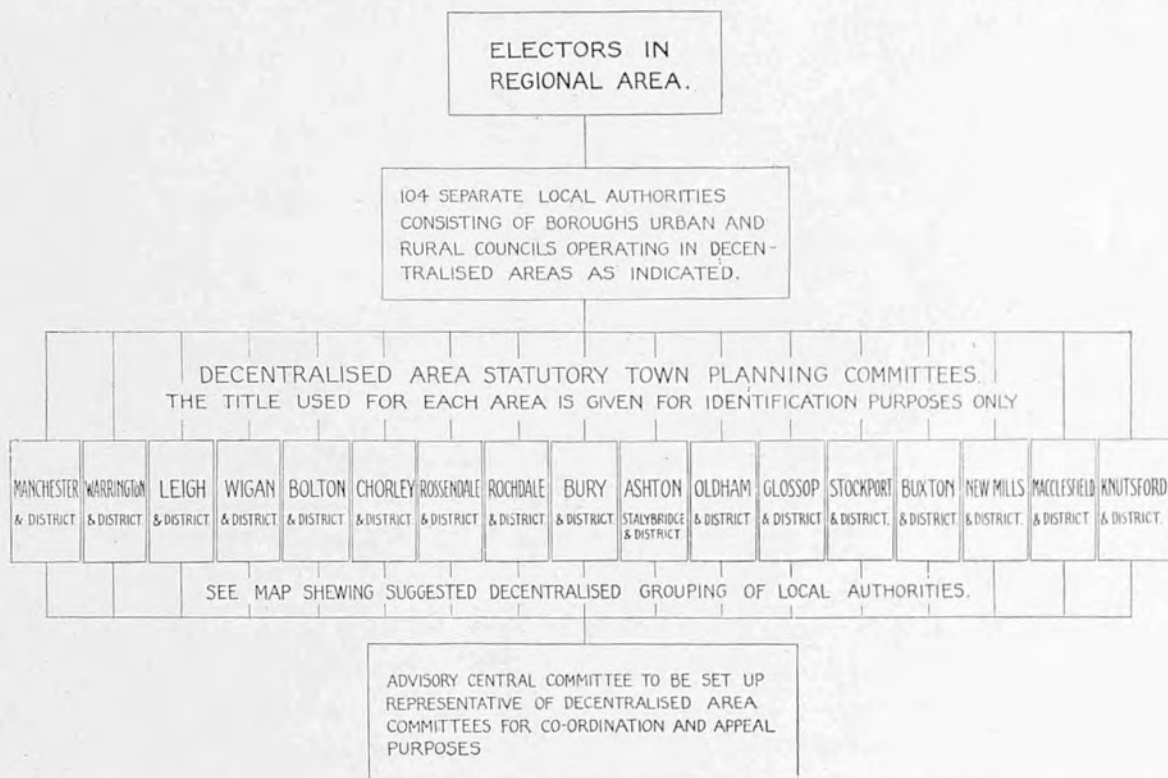


APPENDIX.

1. CHART ILLUSTRATING DECENTRALISATION OF REGION.
2. CHART ILLUSTRATING OPERATION OF DECENTRALISED AREA COMMITTEE.
3. SUGGESTED FORM OF DRAFT AGREEMENT BETWEEN LOCAL AUTHORITIES.
4. OUTLINE MAP SHOWING BOUNDARIES OF SUGGESTED DECENTRALISED AREAS.

CHART N^o 1.

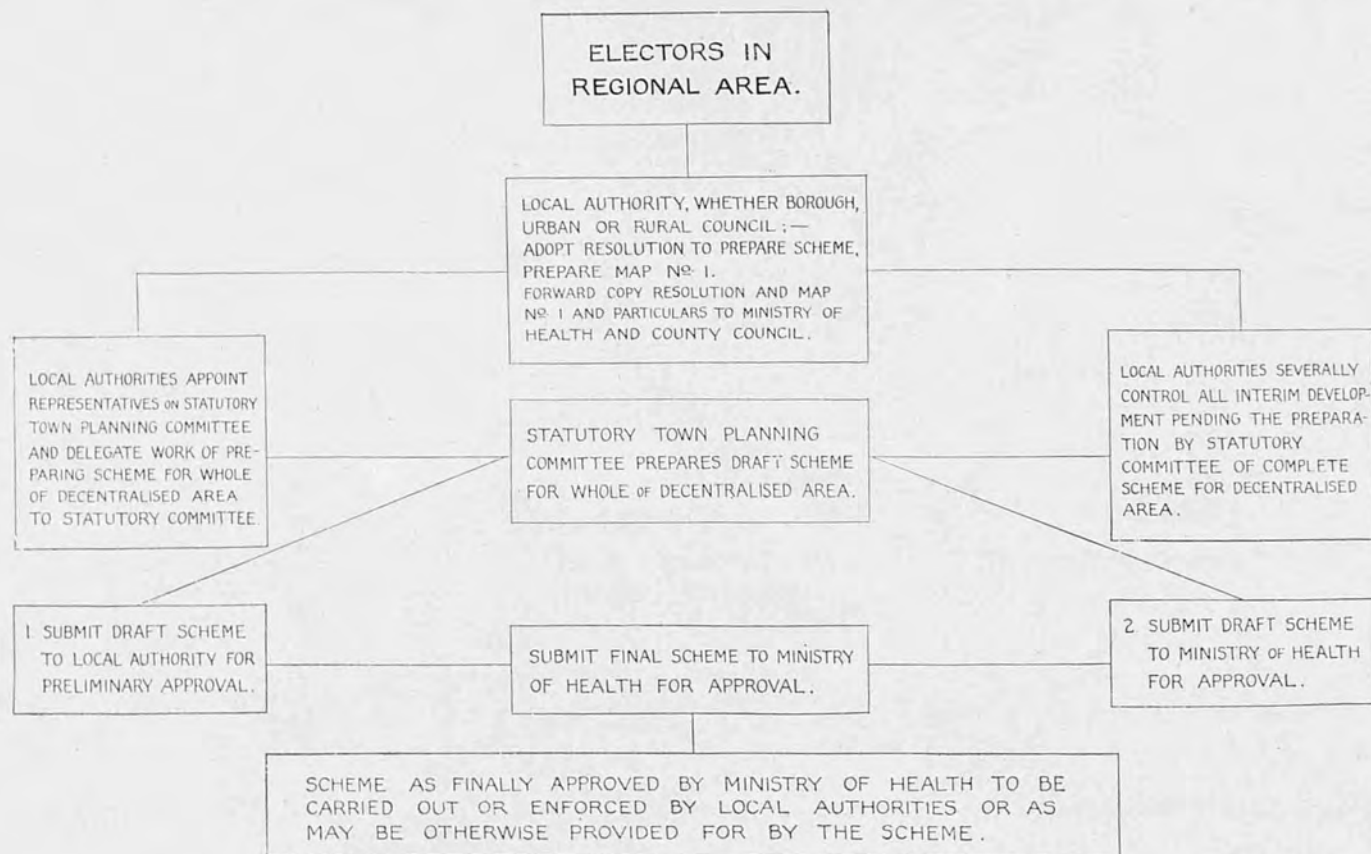
CHART ILLUSTRATING SUGGESTED DECENTRALISATION OF REGIONAL AREA INTO AREAS FORMING STATUTORY TOWN PLANNING COMMITTEES FOR PREPARATION OF AREA SCHEMES.



NOTE :— EACH DECENTRALISED AREA COMMITTEE WILL BE COMPOSED OF REPRESENTATIVES FROM EACH LOCAL AUTHORITY IN THE RESPECTIVE DECENTRALISED AREAS

CHART No. 2.

CHART ILLUSTRATING COURSE OF ACTION BY EACH LOCAL AUTHORITY AND EACH DECENTRALISED AREA STATUTORY TOWN PLANNING COMMITTEE.



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MEMORANDUM OF AGREEMENT made the	day of	Insert
192 BETWEEN the		names of
of the first part THE		Local
of the second part THE		Authorities
of the third part &c. &c.		in Area

(hereinafter collectively and individually described as "the contracting parties").

WHEREAS the contracting parties are respectively local authorities within the meaning of the Town Planning Act, 1925 (hereinafter referred to as "the said Act") AND WHEREAS by section 2 of the said Act it is provided that where any local authorities are desirous of acting jointly in the preparation or adoption of a town planning scheme they may concur in appointing out of their respective bodies a Joint Committee for the purpose and in conferring with or without restrictions on any such Committee any powers which the contracting parties might exercise for that purpose AND WHEREAS for some time past (some or) all of the contracting parties have together with other local authorities constituted a Committee called the Manchester and District Joint Town Planning Advisory Committee (hereinafter referred to as the "Advisory Committee") which Advisory Committee was empowered amongst other things to prepare in an advisory capacity a Regional Development Scheme covering the area of the contracting parties and the areas of the said other local authorities AND WHEREAS certain proposals have been submitted to and tentatively approved of by the said Advisory Committee AND WHEREAS the contracting parties being desirous wherever may be found practicable or desirable of adopting and including the said proposals together with any other proposals which may be found necessary in a Joint Town Planning Scheme and for that purpose and also for the purpose of acting jointly in the preparation or adoption of a Town Planning Scheme promoted in accordance with the provisions of the said Act have agreed to enter into this agreement jointly and severally with one another AND WHEREAS it has been agreed between the contracting parties to form a Joint Committee for the purposes aforesaid and for the purposes hereinafter appearing NOW IT IS HEREBY AGREED AS FOLLOWS:—

- | | |
|--|--------------|
| 1. A Joint Committee to be called "the | Name of |
| Regional Planning Committee" shall be | Committee to |
| constituted by and function on behalf of the contracting parties | be filled in |
| (hereinafter referred to as "the Committee") in the preparation | |

and adoption in accordance with the provisions of the said Act of a Joint Scheme for the several districts or parts of such districts of the contracting parties as may at this date be properly included within the area of a scheme under the said Act.

According to
the number
of Local
Authorities
in the Area
and as shall be
agreed between
the Contracting
Parties

2. The Committee shall consist of _____ members of
whom _____ shall be appointed by
and _____ shall be appointed by
and _____

3. The constitution and functions of the Committee are more particularly set out in the schedule hereto and as such shall have effect and become binding on the contracting parties.

4. The contracting parties on the request of the Committee shall without undue delay pass such Resolution or Resolutions as may be necessary to enable the Committee to properly function and in particular will perform the duties and fulfil the requirements imposed by Paragraph 3 of the Ministry of Health (Town Planning) Regulations, 1921, governing the promotion of Town Planning Schemes.

5. The contracting parties shall, except as herein expressly provided, continue as heretofore to exercise their functions as local authorities under the Town Planning Act, 1925, in their respective areas, and may permit the development of estates and building operations to proceed in such areas pending the preparation and approval of the Joint Scheme (as provided by Clause 1 (a) of the Schedule hereto), and for that purpose shall comply with the Ministry of Health Town Planning (General Interim Development) Order, 1922, dated 12th August, 1922, or any Order substituted therefor or amendment thereof, but the contracting parties, in permitting development as aforesaid, shall have regard to securing compliance with any preliminary proposals agreed to from time to time by the Committee and a contracting party directly affected thereby.

6. Where a contracting party has already approved of a preliminary statement or draft Town Planning Scheme the Committee shall embody such statement or draft Scheme in the Scheme to be prepared in accordance with Clause 1 hereof and shall not vary or alter such statement without the consent of the contracting party concerned or the Ministry of Health.

7. Prior to any preliminary statement or draft scheme being deposited for inspection or final approval by the Committee with a view to transmission to the Ministry of Health for approval the Committee shall submit the same to each of the contracting parties but without prejudice to the rights of the contracting parties under Clauses 9 and 10 of this Agreement.

8. A draft scheme as prepared and approved by the Committee shall conform with the requirements of section 5 sub-section 2 (b) of the said Act by providing that the Council of each contracting party shall within its respective area be the authority responsible for enforcing the observance of the scheme and for the execution of any works, which, under the scheme or the said Act, are to be executed by a local authority, and no provisions shall be included in any draft scheme submitted to the Ministry of Health for approval imposing in any way any financial obligation upon a contracting party in connection with any matter or thing required by the scheme to be done or enforced outside the area of a contracting party except with the consent of the contracting party financially affected. Provided always that all or any of the contracting parties shall be at liberty to agree and provide by the scheme that for any of the purposes of the scheme the responsible authority may be one of the contracting parties or for certain purposes of the scheme one contracting party and for certain purposes another contracting party or a joint body constituted specially for the purpose by the scheme, and all necessary provisions shall be made by the scheme for constituting the joint body and giving them the necessary powers and duties.

9. A contracting party may appeal against a decision of the Committee in respect of any matter directly affecting its particular area to the Advisory Committee and the decision on any such appeal shall be accepted for the time being by the contracting party without prejudice to the provisions of Clause 10 hereof.

10. A contracting party disapproving of a preliminary statement or draft scheme or any part or parts thereof as approved by the Committee may appear in opposition or make any representation with regard thereto at any local inquiry held by the Ministry of Health with respect to the same.

11. The contracting parties shall continue their association through and by the Committee with the Advisory Committee as at present constituted or under any subsequent amendment to the

constitution or such reconstitution of an Advisory Committee as may be found to be necessary or desirable and approved of by the local authorities or a majority of the same constituting the said Advisory Committee.

12. After the expiration of a period of two years from the signing of this Agreement but before any draft scheme is submitted by the Committee to the Ministry of Health for approval should such occur before the expiration of a period of two years as aforesaid any contracting party may at any time on giving six calendar months previous notice in writing to the Clerk or Secretary to the Committee withdraw from association with the Committee, but any such withdrawal shall not prejudice the terms of this agreement as affecting the remaining contracting parties hereto.

THE SCHEDULE HEREINBEFORE REFERRED TO.

1. The functions of the Committee shall be :—

- (a) To proceed with the preparation of a Town Planning Scheme for the area indicated on the plan or map attached to this Agreement, or such area or part or parts thereof as the Ministry of Health indicate may properly be included within the area of a Scheme promoted under the said Act ; and
- (b) Subject to the provisions of Clause 5 hereof to perform all the duties and fulfil all the requirements imposed upon a local authority by the Ministry of Health (Town Planning) Regulations, 1921, or any subsequent amendments or additions to the same with the exception of the duties and requirements specified in paragraph 3 of such regulations as provided by Clause 4 of this Agreement.

2. The Committee may co-operate with any other body whose functions may be similar to all or any of the functions of the Committee.

3. Any contracting party may instruct any of its officials (not exceeding two) to attend the meetings of the Committee but such attendance shall be in an advisory capacity only and without voting powers.

4. Membership of the Committee under Clause 2 of this Agreement shall be dependent on members of the Committee continuing as members of the Councils of the respective contracting parties.

5. The representatives of the contracting parties shall continue as members of the Committee until varied by the respective contracting parties.

6. The Committee shall appoint a Chairman and a Deputy-Chairman and the Chairman or in his absence the Deputy-Chairman shall preside at all meetings of the Committee. In the absence from any meeting of both the Chairman and the Deputy-Chairman a Chairman shall be elected to preside at such meeting.

7. The Committee may from time to time appoint out of its own body, or otherwise, such Sub-Committees, consisting of such number of persons as it thinks fit for any purpose which in the opinion of the Committee could be better dealt with by a Sub-Committee. The Chairman and Deputy-Chairman of the Committee shall be *ex-officio* members of all Sub-Committees. The minutes of the proceedings of all Sub-Committees shall be submitted to the Committee for approval and no action or proceeding on any minute of a Sub-Committee involving a question of principle shall be taken until such minute has been approved.

8. The Committee may appoint and remunerate and determine the service of such officers and servants as it may from time to time deem necessary.

9. Unless otherwise determined meetings of the Committee shall be held not less than four times in each year such four meetings being held respectively in the months of March, June, September, and December.

10. The Chairman may at any time call a special meeting of the Committee.

11. The Chairman shall call a special meeting of the Committee within seven days of the receipt by him of a requisition for that purpose signed by at least three members of the Committee and setting forth the nature of the matter requiring consideration. The notice summoning any special meeting shall have stated thereon the matter to be considered at such special meeting. In the event of a temporary vacancy occurring in the office of Chairman the powers and duties of the Chairman under this Clause shall be exercised by the person acting as Clerk or Secretary to the Committee.

12. A quorum shall consist of _____ members of the Committee eligible to vote.

13. During such time as the work undertaken under Clause 1 of this Schedule is being carried out each of the contracting parties shall contribute per annum to the expenses of the Committee such sum as shall be equivalent to but not more than the product of _____ of a penny rate on the assessable value for sanitary purposes of each of such contracting party's area or portion thereof (such value in the case of a portion of such area of a contracting party being reckoned in its relation to the whole of the area of the contracting party and payable in respect of such portion only) and the Committee may incur expenditure up to the total of such contributions in connection with the exercise of its functions provided always that with the consent of the contracting parties the Committee may if considered necessary vary the amount of contribution in accordance with an estimate of the amount of expenditure likely to be incurred in any particular year.

14. Each financial year of the Committee shall commence on the 1st day of April and terminate on the 31st day of March and an estimate of the Committee's expenditure during each succeeding year shall be forwarded to the Town Clerks or Clerks of the respective contracting parties.

15. The Committee shall prepare annually a report as to its work during the preceding twelve months and statement of expenditure and copies of such report and statement shall be sent to the Town Clerks or Clerks of the respective contracting parties for circulation to the whole of the members of the Councils of the contracting parties.

16. The Committee may from time to time make standing orders for the regulation of their proceedings and business and may at any time vary or revoke the same.

In Witness &c. &c.

Suggested Decentralised Areas.

